

List of pages in this Trip Kit

Trip Kit Index

Airport Information For EDDB

Terminal Charts For EDDB

Revision Letter For Cycle 03-2021

Change Notices

Notebook

General Information

Location: BERLIN BRANDENBURG DEU
ICAO/IATA: EDDB / BER
Lat/Long: N52° 21.7', E013° 30.0'
Elevation: 156 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 4.0° E

Fuel Types: Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0636 Z
Sunset: 1604 Z

Runway Information

Runway: 07L
Length x Width: 11811 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 144 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 984 ft

Runway: 07R
Length x Width: 13123 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 152 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 25L
Length x Width: 13123 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 149 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 25R
Length x Width: 11811 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 154 ft

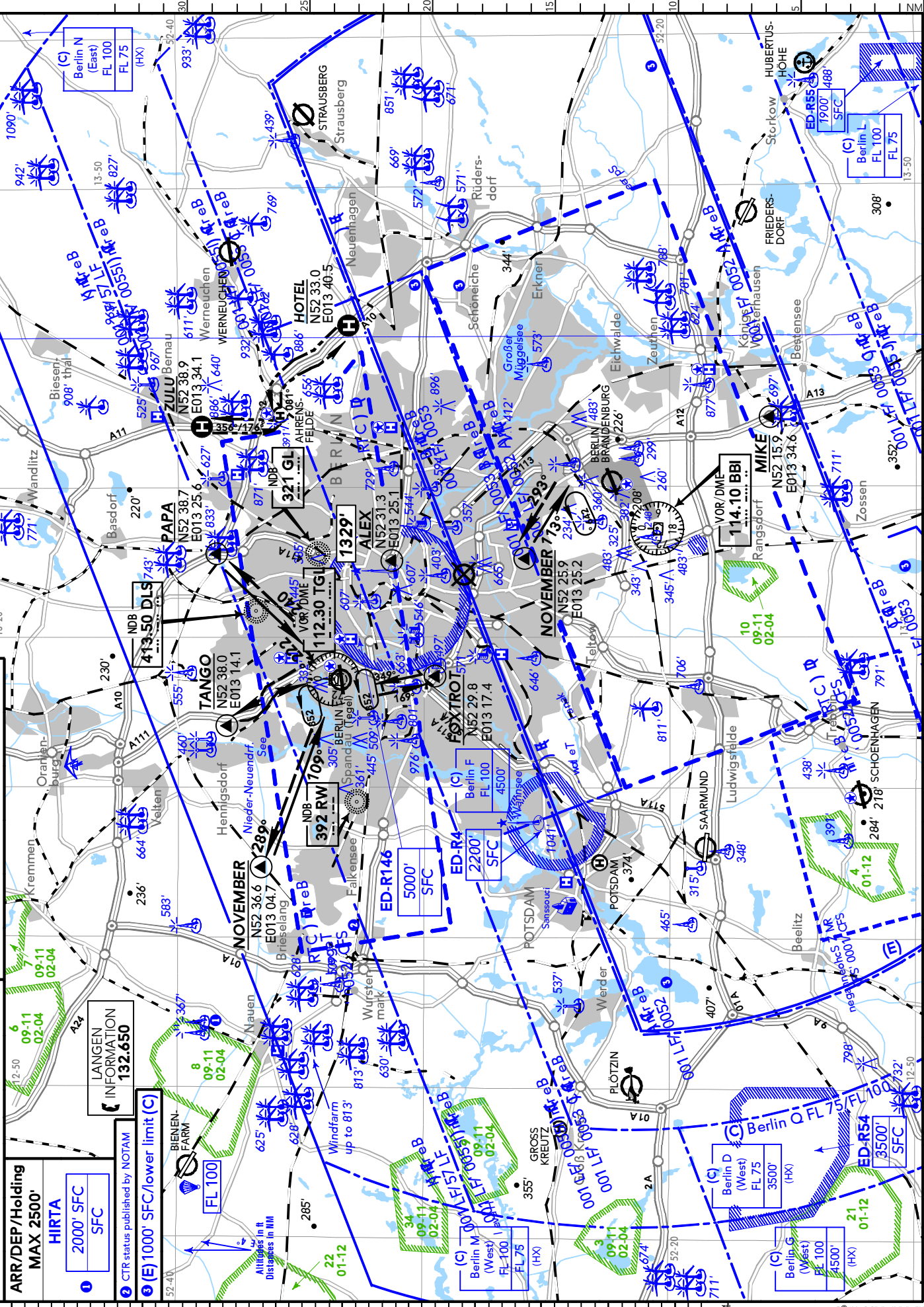
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 984 ft

Communication Information

ATIS: 123.780
Berlin Tower: 120.030
Berlin Tower: 118.855 Secondary
Berlin Tower: 118.805
Berlin Ground: 129.505
Berlin Ground: 121.705
Berlin Ground: 121.905 Secondary
Berlin Apron Ramp/Taxi: 129.605
Berlin Apron Ramp/Taxi: 121.855
Berlin Clearance Delivery: 121.605
Bremen Radar Approach: 126.425 RCO
Bremen Radar Approach: 120.630 RCO
Bremen Radar Approach: 119.510 RCO
Bremen Radar Approach: 119.630 RCO
Bremen Radar Approach: 134.430 RCO
Berlin De-Icing Operations: 121.615
Berlin De-Icing Operations: 121.585
Berlin Fire Department Emergency: 121.550
Berlin Direct (Approach Control Radar): 136.105
Berlin De-Icing Operations: 121.665
Berlin De-Icing Operations: 121.685
Berlin Direct (Approach Control Radar): 121.130
Berlin De-Icing Operations: 121.635
Berlin De-Icing Operations: 121.730
Berlin De-Icing Operations: 121.980
Berlin De-Icing Operations: 121.565
Berlin De-Icing Operations: 121.865
Berlin De-Icing Operations: 121.835
Berlin De-Icing Operations: 121.815
Berlin De-Icing Operations: 121.780

AREA
BERLIN
GERMANY
Efl 9 Nov
10-1V

Berlin-Brandenburg ELEV 156' / 48m
 BERLIN TOWER
 ATIS 123.780
 ARR/DEP/Holding
 MAX 2500'
 HIRTA
 2000' SFC
 SFC
 LANGEN
 INFORMATION
 132.650
 CTR status published by NOTAM
 (E) 1000' SFC/lower limit (C)



Airspace (C) Berlin West (HX)

Airspace (C) Berlin West (HX) shall be generally deactivated when RWY 25 is the RWY-in-use at Berlin Brandenburg Airport.

Airspace (C) Berlin East (HX)

Airspace (C) Berlin East (HX) shall be generally deactivated when RWY 07 is the RWY-in-use at Berlin Brandenburg Airport.

In exceptional cases, airspaces (C) Berlin West (HX) and Berlin East (HX) may also be active simultaneously for a limited period, in particular in preparation of a RWY change or in particular weather situations.

The entire airspace (C) (HX) shall remain active outside the opening hours of LANGEN INFORMATION (freq 132.650).

Rules:

Pilots shall inform themselves about the airspace status before entering airspace (C) (HX).

The activation/deactivation of airspace (C) (HX) shall be carried out by the Bremen ATC unit and broadcast through VFR ATIS on freq 133.630 (continuous broadcast).

LANGEN INFORMATION also provides information on the activation status of the sectors.

Important: (HX) areas may only be entered without an individual clearance if the information that the areas are deactivated has been clearly received.

If none of the above information sources on the status of airspace (C) (HX) are available to the pilot, the airspace shall be considered 'active'.

The activation/deactivation of airspace (C) (HX) shall be made known at least 10 MIN in advance by changing the recording on freq 133.630 (continuous broadcast) and via LANGEN INFORMATION (freq 132.650 or 119.825 or 125.800).

When flying within deactivated airspace (C) (HX), pilots shall maintain Air-Ground voice communication watch on the freq on which the airspace status request was made (VFR ATIS or FIS frequency) so they can be notified of short-term airspace status changes.

At the time of activation, pilots must have left airspace (C) (HX) or alternatively have obtained a control clearance on BREMEN RADAR (freq 120.630).

Regardless of the status of (HX) airspace, individual clearances to cross airspace (C), including activated (HX) areas, can be requested. These requests can be made on the corresponding freq of BREMEN RADAR or via LANGEN INFORMATION.

Luftraum (C) Berlin West (HX)

Der Luftraum (C) Berlin West (HX) ist grundsätzlich deaktiviert bei Betriebspiste 25 des Flughafens Berlin Brandenburg.

Luftraum (C) (HX) Berlin Ost

Der Luftraum (C) (HX) Berlin Ost ist grundsätzlich deaktiviert bei Betriebspiste 07 des Flughafens Berlin Brandenburg.

In Ausnahmefällen können die Lufträume (C) Berlin West (HX) und Berlin Ost (HX) auch zeitlich befristet gemeinsam aktiv sein, insbesondere während der Vorbereitung eines Betriebsrichtungswechsels oder bei besonderen Wetterlagen.

Außerhalb der Öffnungszeiten von LANGEN INFORMATION (freq 132.650) bleibt der gesamte Luftraum (C) (HX) aktiv.

Regeln:

Luftfahrzeugführer haben sich vor Einflug in den Luftraum (C) (HX) über den Luftraumstatus zu informieren.

Die Aktivierung/Deaktivierung der Lufträume (C) (HX) erfolgt durch die Flugverkehrskontrollstelle Bremen und wird über eine VFR ATIS auf der freq 133.630 (Dauer- und Rundfunksendung) bekanntgegeben.

Informationen über den Aktivierungsstatus der Sektoren erteilt auch LANGEN INFORMATION (freq 132.650).

Wichtig ist: Die (HX)-Bereiche dürfen nur dann ohne Einzelflugfreigabe befliegen werden, wenn eindeutig die Information empfangen wurde, dass die Bereiche deaktiviert wurden.

Stehen dem Luftfahrzeugführer keine der o.g. Informationen zum Status der Lufträume (C) (HX) zur Verfügung, so sind diese als 'aktiv' zu betrachten.

Die Aktivierung/Deaktivierung des Luftraums (C) (HX) wird mit einem Zeitvorlauf von mindestens 10 MIN durch Änderung der Aufsprache auf der freq 133.630 (Dauer- und Rundfunksendung) und über LANGEN INFORMATION (freq 132.650 bzw. 119.825 bzw. 125.800) angekündigt.

Bei einem Flug innerhalb des deaktivierten Luftraums (C) (HX) müssen die Luftfahrzeugführer auf der freq, auf der die Luftraumstatusanfrage erfolgte (VFR ATIS bzw. FIS-Frequenz), in Hörbereitschaft bleiben, um über kurzfristige Luftraumstatusänderungen benachrichtigt werden zu können.

Zum Zeitpunkt der Aktivierung müssen Luftfahrzeugführer den Luftraum (C) (HX) verlassen oder sich ersatzweise eine Kontrollfreigabe auf der BREMEN RADAR (freq 120.630) eingeholt haben.

Unabhängig vom Status der (HX)-Lufträume können Einzelflugfreigaben zum Durchflug des Luftraums (C), einschließlich der aktiven (HX)-Bereiche, angefragt werden. Die Anfragen können auf den jeweiligen Frequenzen von BREMEN RADAR oder über LANGEN INFORMATION abgegeben werden.

EDDB/BER

JEPPESSEN BERLIN BRANDENBURG, GERMANY

BERLIN BRANDENBURG 13 NOV 20

20-1P

AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

D-ATIS 123.780

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. NIGHT FLYING RESTRICTIONS

- a. Between 2330-0530LT ACFT are not permitted to take off or land.
- b. Between 2200-0600LT jet ACFT with a maximum certificated take-off mass of more than 20000kg may only take off or land if they provide evidence that the sum of their measured noise certification levels is at least 10 EPNdB below the sum of the maximum permitted noise levels applicable to them in accordance with ICAO Annex 16, Volume I, Part II, Chapter 3. As a rule, evidence shall be provided by submitting an official noise certificate in English containing the measured noise certification levels.

Exemptions from a. and b. above:

- Landing ACFT when using the APT as an emergency or alternate APT for meteorological, technical or other safety reasons.
- Take-offs and landings of ACFT on disaster relief missions, rendering medical assistance or conducting calibration flights for organisations in charge of air navigation services or on their behalf.
- Take-offs and landings of ACFT used for state visits, government, military or police flights.

Exemptions from a. above:

- Take-offs and landings of ACFT transporting air mail during the 5 nights from the night from Monday to Tuesday to the night from Friday to Saturday.
- Delayed take-offs up to 0000LT of intercontinental flights to destinations outside of Europe as well as to destinations outside of non-European States bordering the Mediterranean Sea whose scheduled time of departure is before 2330LT.
- Delayed landings of ACFT whose scheduled time of arrival is before 2330LT, until 0000LT, and early landings of ACFT whose scheduled time of arrival is after 0530LT, from 0500LT on.
- Take-offs and landings of positioning flights or maintenance-related ferry flights up until 0000LT and from 0500LT on.
- Between 2200-2300LT delayed landings of ACFT used for commercial purposes are also permitted if they have a noise certificate in accordance with ICAO Annex 16, Volume I, Part II, Chapter 3 and if their scheduled time of arrival is before 2200LT.

If appropriate, applications shall be directed to:

Aviation Supervision Office of the APT Berlin-Brandenburg
Flughafen
12521 Berlin
Tel.: +49 30 6091-54840
Fax: +49 331 275482482

The application must include:

- Name and address of the airline or ACFT operator;
- Aerodrome of departure or destination;
- Radio call sign;
- Type, year of construction, and noise certificate of the ACFT in accordance with Section 11c of the German Aviation Regulation (LuftVO);
- Time of take-off or landing for which the exemption is requested.

1. GENERAL

Clearances issued by ATC during curfews do not include the required exemption from the approving authority. ATC will not issue exceptional permission for night landings during curfews via radiotelephony. Accordingly, clearances issued by the ATC unit for safety reasons do not include the decision of the approving authority about the admissibility of a night landing. In the case of a delayed or an early landing not approved by the approving authority, the pilot shall appear at the aviation supervision office (Luftaufsicht) immediately after landing to defend the admissibility of the night landing.

1.2.2. REVERSE THRUST

The use of engine reverse thrust is only permitted if required for flight safety. This does not apply to idle reverse thrust.

1.2.3. JET ENGINE RUN-UP TESTS

Engine run-ups are permitted only on test run areas.

Between 2200-0600LT engine run-ups are permitted with permission from the aviation supervision office (Luftaufsicht) if they are necessary for safety-related repair work on ACFT prior to take-off in the early morning and cannot be postponed.

These provisions do not apply to the idle engine run-ups and pre-flight engine run-ups required by manufacturers immediately prior to take-off.

1.3. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.3.1. OPERATION OF MODE S TRANSPONDERS

1.3.1.1. GENERAL

An Advanced Surface Movement Guidance and Control System, using Mode-S multilateration, is in operation.

1.3.1.2. OPERATION OF MODE S TRANSPONDERS WHEN ACFT IS ON GROUND

ACFT operators shall ensure that Mode S transponders are able to operate when ACFT is on the ground.

Pilots shall select AUTO mode and assigned Mode A code. If AUTO mode is not available, select ON (e.g. XPDR) and assigned Mode A code (e.g. Mode A code = 1000 using callsign in flight):

- From request for push-back or taxi, whichever is earlier;
- After landing, continuously until ACFT is fully parked on stand;
- When fully parked on stand, select STBY.

Whenever ACFT is capable of reporting ACFT ident (i.e. callsign used in flight), ACFT ident shall also be entered from request for push-back or taxi, whichever is earlier (through FMS or transponder control panel). Aircrew must use ICAO defined format for entry of ACFT ident (e.g. DLH5MC, AFR6380, SAS589, BAW68PG).

To ensure that performance of systems based on SSR frequencies (including airborne TCAS units and SSR radars) is not compromised, TCAS shall not be activated before approaching holding point. After landing, it shall be deselected after vacating RWY.

For ACFT taxiing without a flight plan, the crew shall contact BERLIN Ground or BERLIN Apron to receive a selective Mode 3A code. The transponder shall remain activated during ground movements.

For the purpose of transponder maintenance in and around maintenance hangars, transponder Mode 3A code 7776 or 7777 shall be selected.

1. GENERAL

1.4. TAXI PROCEDURES

1.4.1. GENERAL

Taxiing on apron 4 and TWY Y1 with Follow-me car only.

Taxiing of CAT F ACFT on TWY T is permitted with Follow-me car only.

On aprons, ACFT are permitted to taxi only at the required minimum revolutions per minute.

During the entire taxiing phase, ACFT shall maintain continuous radio contact with Apron Control/Ground Control and follow their instructions. Any instructions to change frequency shall be complied with without delay. If a Follow-me car is used to guide a taxiing ACFT, the pilot shall comply with its signals.

Pilots may request a Follow-me car from Apron Control/Ground Control for guidance.

As a rule, ACFT are permitted to taxi along the guidelines; however, Apron Control/Ground Control may issue deviating instructions.

For safety reasons, ACFT of CAT E/F equipped with 4 engines may run the outer engines only at idle power at a maximum when taxiing on the TWYs North of RWY 07L/25R. Only immediately prior to take-off is it permitted to raise the thrust of the outer engines.

TWY V1, V2 and VC:

Simultaneous parallel taxiing is only permitted for ACFT up to code C.

TWY V3 and VC:

Simultaneous parallel taxiing is only permitted for ACFT up to code C.

TWY VC:

No use possible, if ACFT of code D or larger are taxiing on V1 and V2 in parallel.

A Follow-me vehicle is mandatory on all TWYs North of TWY G for ACFT of code D or larger. The oversteering technique shall be used when turning.

1.4.2. GROUND HANDLING POSITIONS

Pilots shall park their ACFT at the stands following the signals given by the marshaller or by using the docking guidance system.

If the crew discovers that the docking guidance system is not switched on or not in operation, they shall stop the ACFT immediately and report this to Apron Control. They shall then wait for further instructions.

Parking stands without a docking guidance system is only permitted with the aid of the marshaller's signals.

Nose-in handling positions may only be left with the aid of tow tractors (push-out).

This does not apply to special parking positions.

Reverse thrust shall not be used to leave ACFT stands. ACFT operators shall make appropriate arrangements.

1.4.3. ACFT TOWING OPERATIONS

As a rule, towing operations will be conducted without a Follow-me car.

However, pilots may request a Follow-me car from the APT operator.

Clearances for towing and towing instructions will be issued via radio by Apron Control or Ground Control.

1.5. PARKING INFORMATION

On stands B02 thru B16 and C03 thru C12 Visual Docking Guidance System (A-VDGS) available.

1.6. OTHER INFORMATION

Caution: Birds in vicinity of APT.

For APT Collaborative Decision Making (ACDM) see ATC pages Germany.

EDDB/BER

JEPPESEN BERLIN BRANDENBURG, GERMANY

BERLIN BRANDENBURG 13 NOV 20

20-1P3

AIRPORT BRIEFING

2. ARRIVAL

2.1. CAT II/III OPERATIONS

RWY 07L/25R and 07R/25L approved for CAT II/III operations, special aircrew and ACFT certification required.

2.2. RWY OPERATIONS

2.2.1. HIGH INTENSITY RWY OPERATIONS (HIRO)

While being transferred from BREMEN Radar to BERLIN Director, initial call shall be restricted to CALL SIGN only, in order to avoid frequency congestion.

In order to enable the greatest possible throughput of approaches and departures per hour, RWY occupancy times shall be reduced to a minimum.

If RWY conditions permit, the following rapid exit TWYs shall be used:

Type Class	RWY 25R	RWY 25L	RWY 07R	RWY 07L
HEAVY	L3	M3	M6	L6
LDA to turn-off	6430' (1960m)	7398' (2255m)	6709' (2045m)	6578' (2005m)
MEDIUM JET	L4	M5-R	M4	L5
LDA to turn-off	4888' (1490m)	5856' (1785m)	5167' (1575m)	5102' (1555m)

If it is already clear to the pilot on approach that the above TWYs cannot be used, he shall inform aerodrome control of this.

After leaving the RWY, the pilot shall immediately change to the frequency of Ground Control of his own accord and make an initial call. Unless the pilot has received a further taxi clearance, the pilot shall hold in front of TWY D when taxiing off the northern RWY to the South, and in front of TWY A when taxiing off the southern RWY (if leaving via TWY M5, TWY R may also be used to hold in front of TWY A).

ACFT which have been allocated a parking position in the areas B, C and D, will, as a rule, be cleared by Ground Control as far as "ENTRY SOUTH", or as far as the commencement of TWY E.

Unless they have received a further taxi clearance from Apron control, they shall hold at the "ENTRY SOUTH" and/or in front of TWY E.

To relieve congestion on the main apron (apron B, D), taxiing traffic will be guided via TWYs P1, P2 and T, as necessary.

2.3. TAXI CLEARANCES

Taxi clearances to the parking position may be issued for segments. The frequency may only be changed from BERLIN Ground to BERLIN Apron when pilots have been so instructed.

2.4. OTHER INFORMATION

Parallel independent operation may be in force.

EDDB/BER

JEPPESEN BERLIN BRANDENBURG, GERMANY

BERLIN BRANDENBURG 13 NOV 20

(20-1P4)

AIRPORT BRIEFING

3. DEPARTURE

3.1. DE-ICING

3.1.1. GENERAL

As a rule, ACFT will be de-iced at the central de-icing area (ZEP) on apron 3 (ZEP 1, ZEP 2, ZEP 3). Taxiing onto the central de-icing area (ZEP 1, ZEP 2, ZEP 3) is only permitted under the guidance of a marshaller. For safety reasons, propeller ACFT may only be de-iced on the de-icing pads when their propeller brakes are applied (referred to as Hotel Mode). De-icing of the undercarriage may only be carried out under the supervision of a mechanic or the pilot.

On stands 72 to 74 (apron 3B), it is possible to de-ice at NIGHT.

3.1.2. DE-ICING ON APRONS SOUTH OF RWY 07L/25R

3.1.2.1 REMOTE DE-ICING

Remote de-icing takes place on the stands of aprons A, B, C, D and E. It is possible to de-ice at NIGHT.

3.1.2.2. CENTRAL DE-ICING (REMOTE DE-ICING)

In particular weather conditions, if the Hold-Over Time (HOT) is critical, de-icing can be switched from remote de-icing to central de-icing at the RWY ends.

The remote de-icing areas fall within the area of responsibility of ATC.

ACFT will be guided to the respective de-icing pad by Follow-me car from the collection point on TWY B (RWY 07R/25L) or TWY C (RWY07L/25R).

ACFT are responsible for stopping at the marked de-icing holding point.

3.1.3. DE-ICING: GENERAL AVIATION

General aviation ACFT will be guided by a Follow-me car to stand E01 and de-iced there.

3.1.4. COMMUNICATIONS

Location	Call-sign	FREQ (MHz)
RWY 07L/25R	PAD NORTH COORDINATOR	121.565
RWY 07L/25R Pad 1	PAD NORTH 1	121.635
RWY 07L/25R Pad 2	PAD NORTH 2	121.730
RWY 07L/25R Pad 3	PAD NORTH 3	121.835
RWY 07R/25L	PAD SOUTH COORDINATOR	121.585
RWY 07R/25L Pad 1	PAD SOUTH 1	121.665
RWY 07R/25L Pad 2	PAD SOUTH 2	121.780
RWY 07R/25L Pad 3	PAD SOUTH 3	121.865
EDDB North ZEP	ZEP COORDINATOR	121.615
EDDB North ZEP 1	ZEP 1	121.685
EDDB North ZEP 2	ZEP 2	121.815
EDDB North ZEP 3	ZEP 3	121.980

EDDB/BER

JEPESEN BERLIN BRANDENBURG, GERMANY

BERLIN BRANDENBURG 13 NOV 20

(20-1P5)

AIRPORT BRIEFING

3. DEPARTURE

3.2. START-UP, PUSH-BACK AND TAXI PROCEDURES

3.2.1. GENERAL

Taxiing of ACFT from aprons 2 and 3 is only approved with minimum thrust.

After completion of de-icing process, ACFT have to taxi immediately to intermediate holding position on TWY H or TWY K4.

3.2.2. START-UP APPROVAL AND EN-ROUTE CLEARANCES

Start-up approvals and en-route clearances will always be issued during the initial contact on BERLIN Delivery.

3.2.3. PUSH-BACK AND TAXI CLEARANCES

Push-back and taxi clearances will be issued either on the frequency BERLIN Ground or BERLIN Apron. When an ACFT is within the area of BERLIN Apron, it shall only change frequency to BERLIN Apron after start-up when instructed by BERLIN Delivery (or when included in the data link clearance).

3.3 RWY OPERATIONS

3.3.1. HIGH INTENSITY RWY OPERATIONS (HIRO)

When the pilot is passed from apron control to aerodrome control, he will be instructed to "stand by for Tower on (frequency)". Pilots shall monitor the aerodrome frequency without making an initial call.

The frequency will be changed after take-off on the express instruction of aerodrome control only.

Pilots shall ensure that they carry out these instructions without delay after receiving clearance up to the point of departure or take-off clearance in order to keep the RWY occupancy times to an absolute minimum.

As a rule, pilots shall first taxi up to the CAT I RWY holding position. They shall hold at the CAT II/III taxi holding position only during CAT II/III/LVTO all-weather operations or on the instruction of aerodrome control.

Cockpit checks should be concluded prior to taxiing onto the RWYs. Checks which still have to be carried out on the RWY shall be kept to a minimum.

Directions from ATC to be ready for immediate take-off ("be ready for/expect immediate departure") will be issued if immediate compliance with the ensuing take-off clearance is ensured with as little RWY occupancy time as possible.

Pilots unable to comply with this shall inform ATC without delay.

Pilots shall be prepared for the following Take-Off Runs Available (TORA). If they require longer take-off runs or accept shorter ones, they shall communicate this when obtaining start-up approval:

Type Class	RWY 25R	RWY 25L	RWY 07R	RWY 07L
HEAVY	L8	M8	M2	L1
TORA	11811' (3600m)	13123' (4000m)	13123' (4000m)	11811' (3600m)
MEDIUM JET	L7	M7	M3	L2
TORA	10827' (3300m)	8907' (2715m)	8120' (2475m)	11483' (3500m)
LIGHT JET, TURBOPROP	L6	M6	M3	L3
TORA	8251' (2515m)	7431' (2265m)	8120' (2475m)	8104' (2470m)

EDDB/BER**JEPPESEN BERLIN BRANDENBURG, GERMANY**

BERLIN BRANDENBURG 30 OCT 20

20-1P6**Eff 4 Nov****AIRPORT BRIEFING****3. DEPARTURE**

Type Class	RWY 25R	RWY 07L
HEAVY, MEDIUM JET TORA	K6 11811' (3600m)	K1 10827' (3300m)
LIGHT JET, TURBOPROP TORA	K5 11106' (3385m)	K2 7054' (2150m)

ACFT taxiing off from the parking positions in the areas B, C and D, will, as a rule, be cleared by Apron control as far as "ENTRY SOUTH", or as far as the commencement of TWY B.

Unless they have received further taxi clearance from Apron control, they shall hold at the "ENTRY SOUTH" and/or in front of TWY B.

To relieve congestion on the main apron (apron B, D), taxiing traffic will be guided via TWYs P1, P2 and T, as necessary.

EDDB/BER

BERLIN BRANDENBURG

25 DEC 20 **20-1R**

JEPPESSEN BERLIN BRANDENBURG, GERMANY

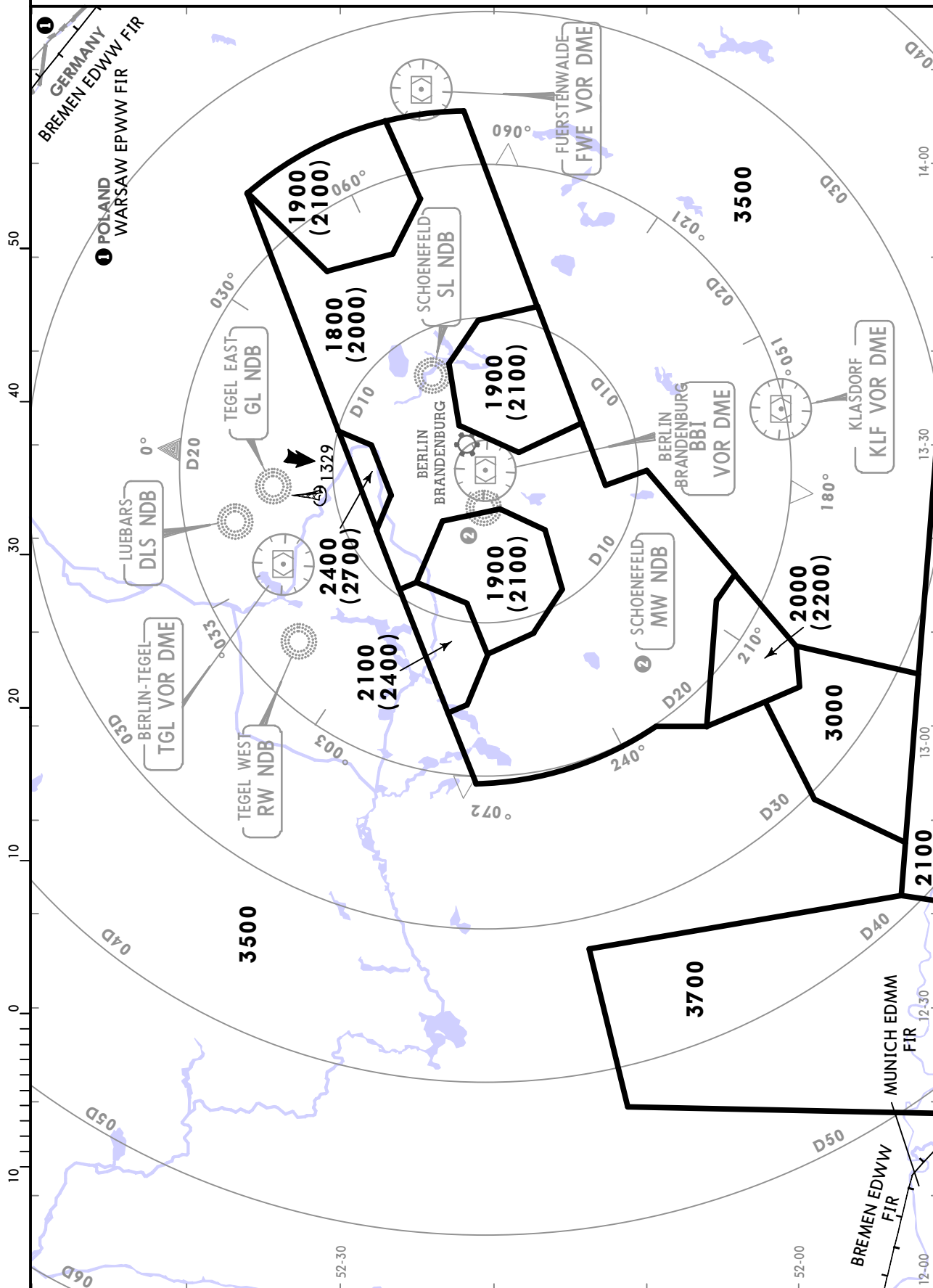
RADAR MINIMUM ALTITUDES

BREMEN Radar (APP)
 119.630 120.630 126.425 134.430 *119.505

Apt Elev
 156

Alt Set: hPa (IN on request)
 Trans level: By ATC
 Trans alt: 5000

1. The MRVA (Minimum Radar Vectoring Altitude) is the lowest altitude which may be used for RADAR vectors for IFR flights taking into account the minimum safe height (1000 above the highest obstacle within a radius of 8 km) and airspace structure (lower limit of the controlled airspace plus a buffer of 500).
2. Below the MRVA, IFR flights will normally be cleared on published IFR procedures only.
3. Altitudes in brackets apply for the period from AIRAC date in November until AIRAC date in March in order to meet required obstacle clearance at cold temperatures.



EDDB/BER
BERLIN BRANDENBURG

JEPPESEN
RNAV TRANSITION

30 OCT 20
Eff 4 Nov

D-ATIS
123.780

Alt Set: hPa (IN on request)
Trans level: By ATC

1. On downwind EXPECT vectors to final.
2. Speed restrictions on Transition are always mandatory, unless cancelled by ATC.

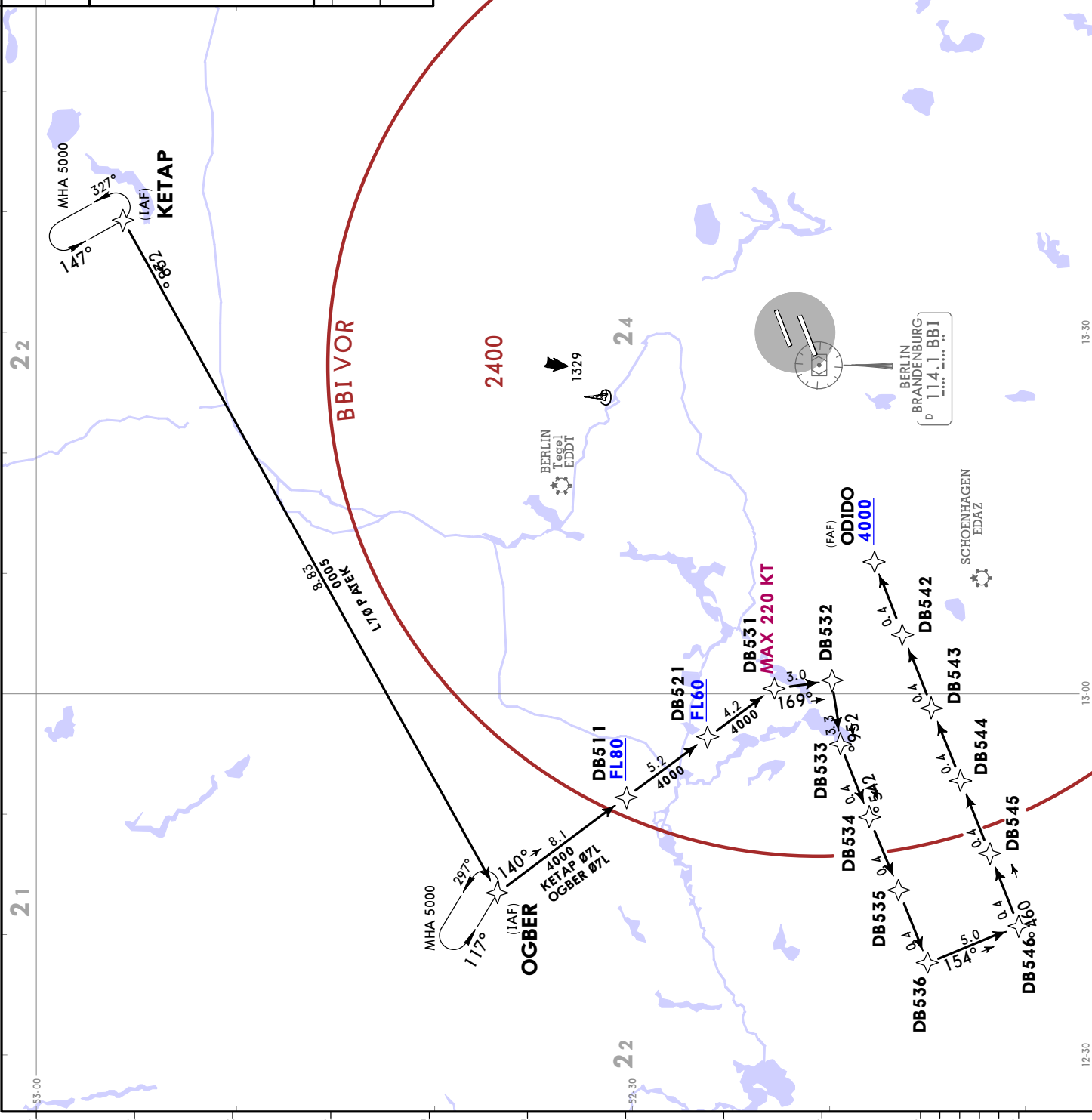
KETAP Ø7L [KETØ7L]
OGBER Ø7L [OGBØ7L]

RWY 07L RNAV TRANSITIONS
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION
ONLY WHEN CLEARED BY ATC

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

ROUTING	
TRANSITION KETAP Ø7L	KETAP - OGBER - DB511(FL80+) - DB521 (FL60+) - DB531 (K220-) - DB532 - DB533 - DB536 - DB546 - ODIDO (4000+).
OGBER Ø7L	OGBER - DB511(FL80+) - DB521 (FL60+) - DB531 (K220-) - DB532 - DB533 - DB536 - DB546 - ODIDO (4000+).

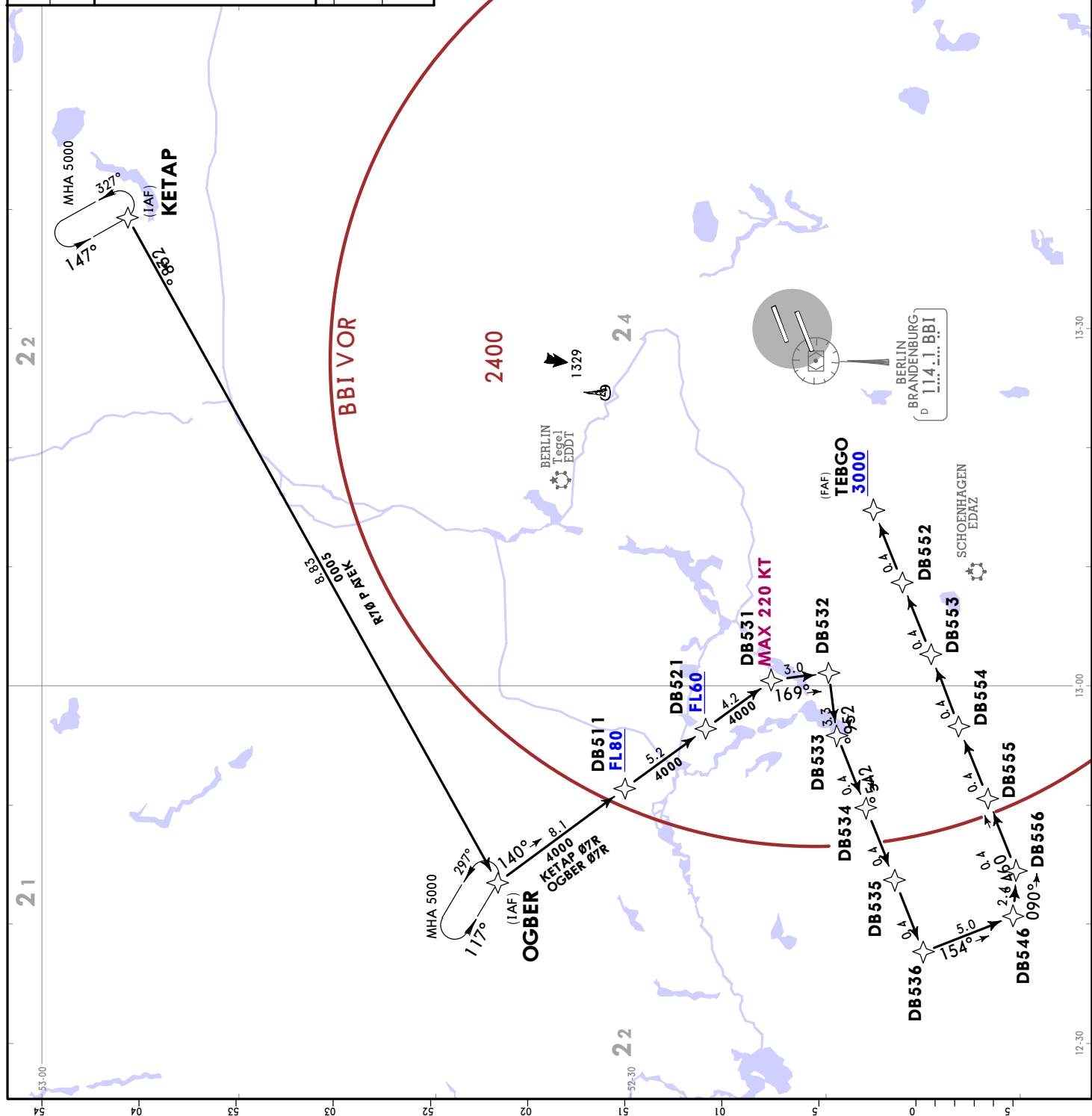


EDDB/BER
BERLIN BRANDENBURG

D-ATIS
123.780
Alt Set: hPa (IN on request)
Trans level: By ATC
1. On downwind EXPECT vectors to final.
2. Speed restrictions on Transition are always mandatory, unless cancelled by ATC.

KETAP Ø7R [KETØ7R]
OGBER Ø7R [OGBØ7R]
RWY 07R RNAV TRANSITIONS
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION
ONLY WHEN CLEARED BY ATC
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

TRANSITION	ROUTING
KETAP Ø7R	KETAP - OGBER - DB511 (FL80+) - DB521 (FL60+) - DB531 (K220-) - DB532 - DB533 - DB536 - DB546 - DB556 - TEBGO (3000+).
OGBER Ø7R	OGBER - DB511 (FL80+) - DB521 (FL60+) - DB531 (K220-) - DB532 - DB533 - DB536 - DB546 - DB556 - TEBGO (3000+).



EDDB/BER
BERLIN BRANDENBURG

JEPPesen
30 OCT 20
Eff 4 Nov

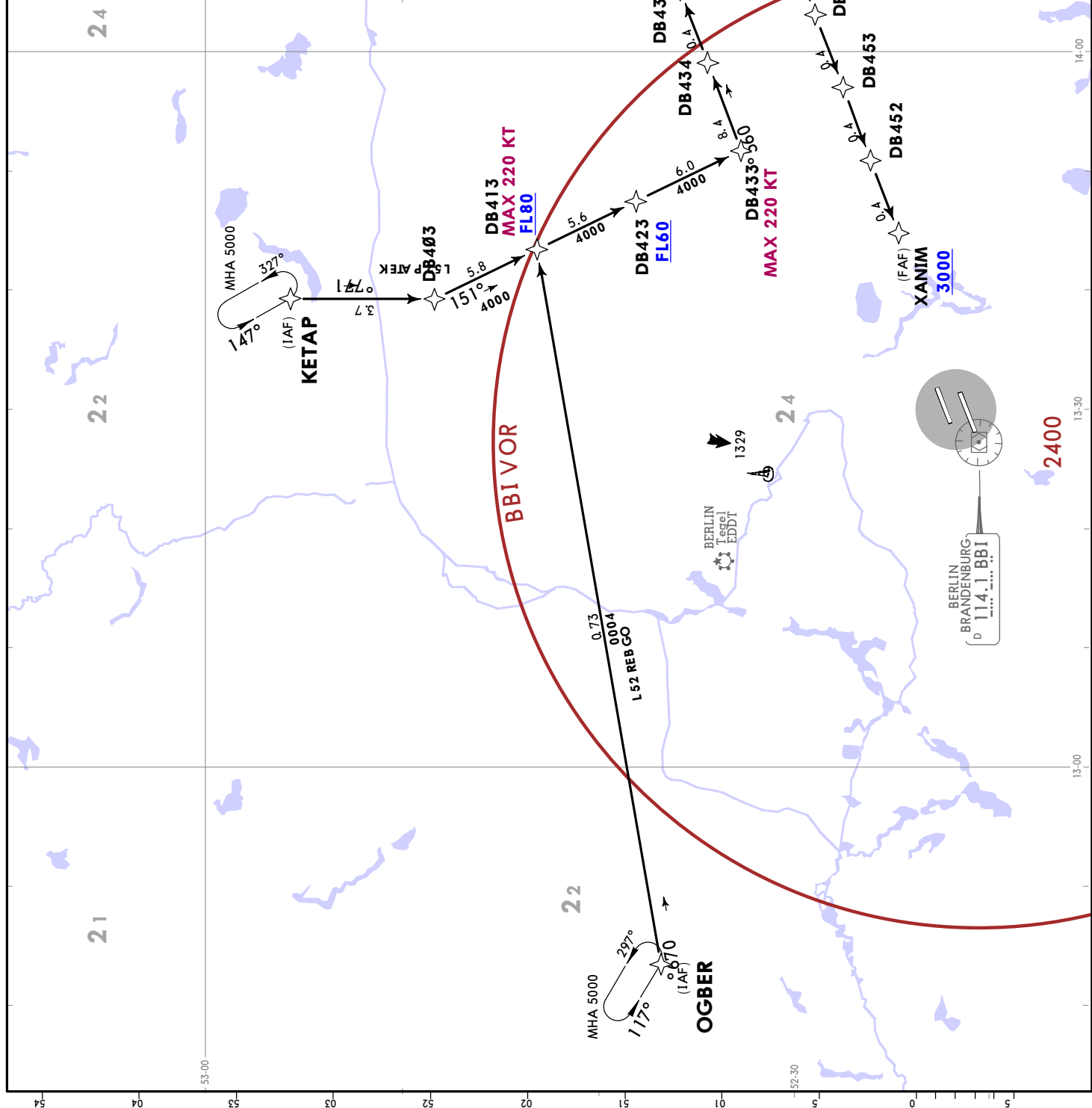
20-2B

BERLIN BRANDENBURG, GERMANY
RNAV TRANSITION

D-ATIS
123.780
Trans level: By ATC
1. On downwind EXPECT vectors to final.
Apt Elev
156

KETAP 25L [KET25L]
OGBER 25L [OGB25L]
RWY 25L RNAV TRANSITIONS
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION
ONLY WHEN CLEARED BY ATC
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

TRANSITION	ROUTING
KETAP 25L	KETAP - DB403 - DB413 (K220+; FL80+) - DB423 (FL60+) - DB433 (K220-) - DB437 - DB447 - DB456 - XANIM (3000+).
OGBER 25L	OGBER - DB413 (K220+; FL80+) - DB423 (FL60+) - DB433 (K220-) - DB437 - DB447 - DB456 - XANIM (3000+).



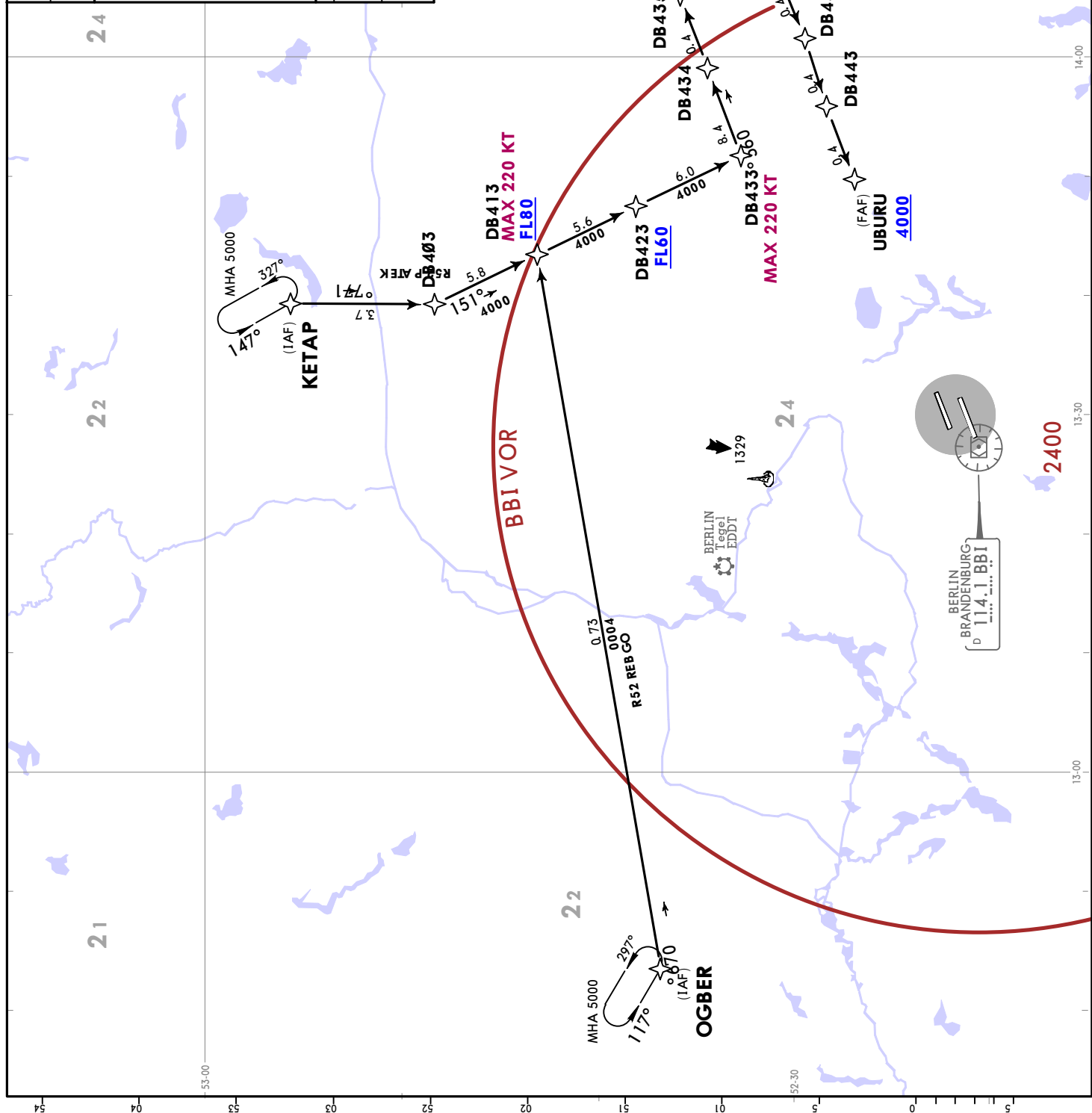
EDDB/BER
BERLIN BRANDENBURG

JEPPESSEN

BERLIN BRANDENBURG, GERMANY
RNAV TRANSITION

30 OCT 20 (20-2C) EFF 4 Nov

D-ATIS 123.780 Trans level: By ATC 1. On downwind EXPECT vectors to final. 2. Speed restrictions on Transition are always mandatory, unless cancelled by ATC.		Alt Set: hPa (IN on request) Trans level: By ATC	
Apt Elev 156		KETAP 25R [KET25R] OGBER 25R [OGB25R] RWY 25R RNAV TRANSITIONS GPS- OR FMS-EQUIPPED AIRCRAFT USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C	
TRANSITION KETAP 25R OGBER 25R		ROUTING KETAP - DB403 - DB413 (K220-; FL80+) - DB423 (FL60+ - DB433 (K220-) - DB437 - DB447 - UBURU (4000+). OGBER - DB413 (K220-; FL80+) - DB423 (FL60+) - DB433 (K220-) - DB437 - DB447 - UBURU (4000+).	



BERLIN BRANDENBURG, GERMANY
RNAV TRANSITION

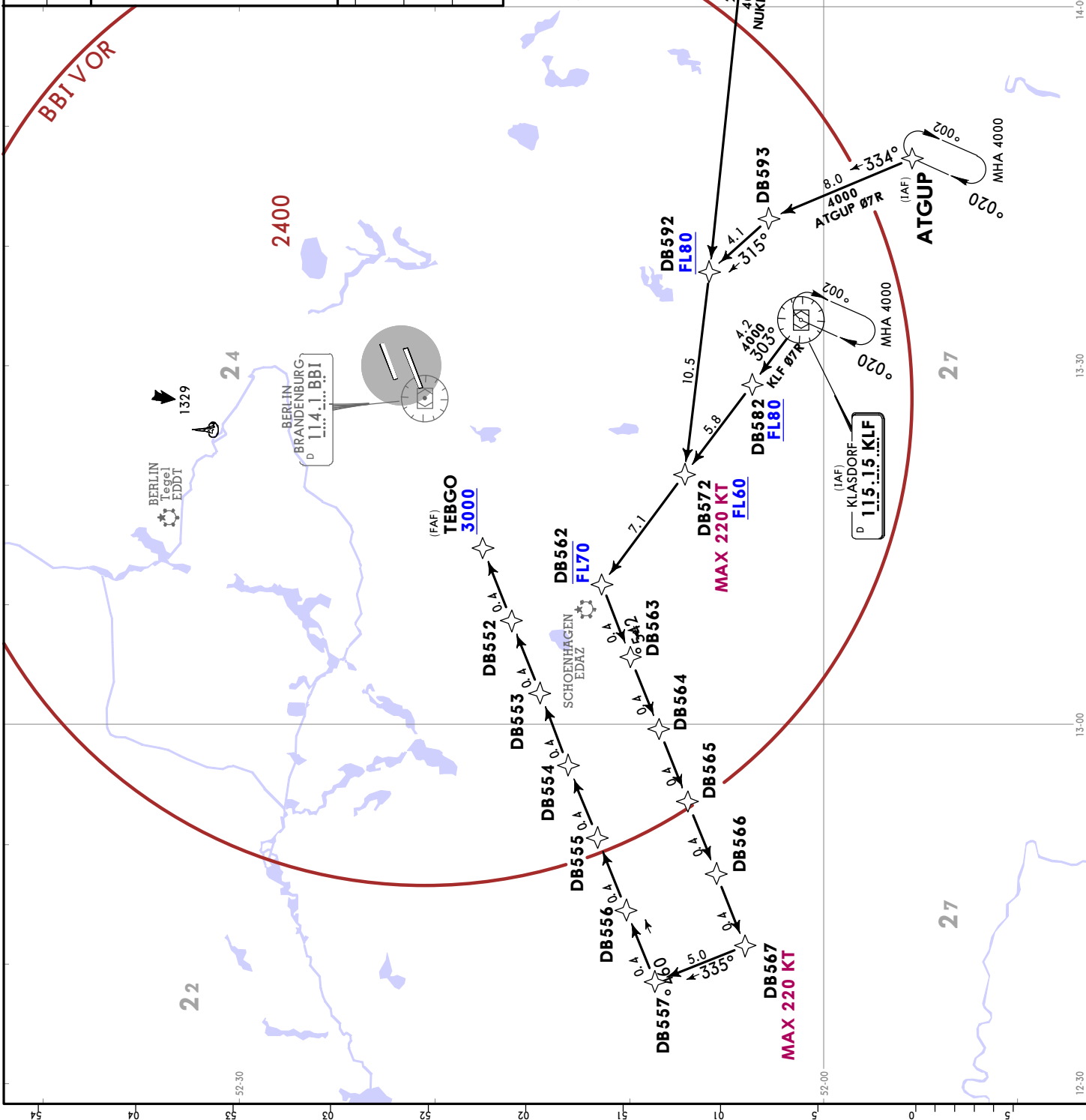
EDDB/BER
BERLIN BRANDENBURG

JEPPESEN
30 OCT 20 (20-2E) Eff 4 Nov

D-ATIS: 123.780
Alt Set: hPa (IN on request)
Trans level: By ATC
1. On downwind EXPECT vectors to final.
2. Speed restrictions on Transition are always mandatory, unless cancelled by ATC.

ATGUP Ø7R [ATGØ7R]
KLF Ø7R [KLFØ7R]
NUKRO Ø7R [NUKØ7R]
RWY 07R RNAV TRANSITIONS
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION
ONLY WHEN CLEARED BY ATC
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITH AIRSPACE C

TRANSITION	ROUTING
ATGUP Ø7R	ATGUP - DB593 - DB592 (FL80+) - DB572 (K220-) - FL60+ - DB562 (FL70-) - DB567 (K220-) - DB557 - TEBGO (3000+).
KLF Ø7R	KLF - DB582 (FL80+) - DB572 (K220-) - FL60+ - DB562 (FL70-) - DB567 (K220-) - DB557 - TEBGO (3000+).
NUKRO Ø7R	NUKRO - DB592 (FL80+) - DB572 (K220-) - FL60+ - DB562 (FL70-) - DB567 (K220-) - DB557 - TEBGO (3000+).



EDDB/BER
BERLIN BRANDENBURG

JEPPESEN
RNAV TRANSITION

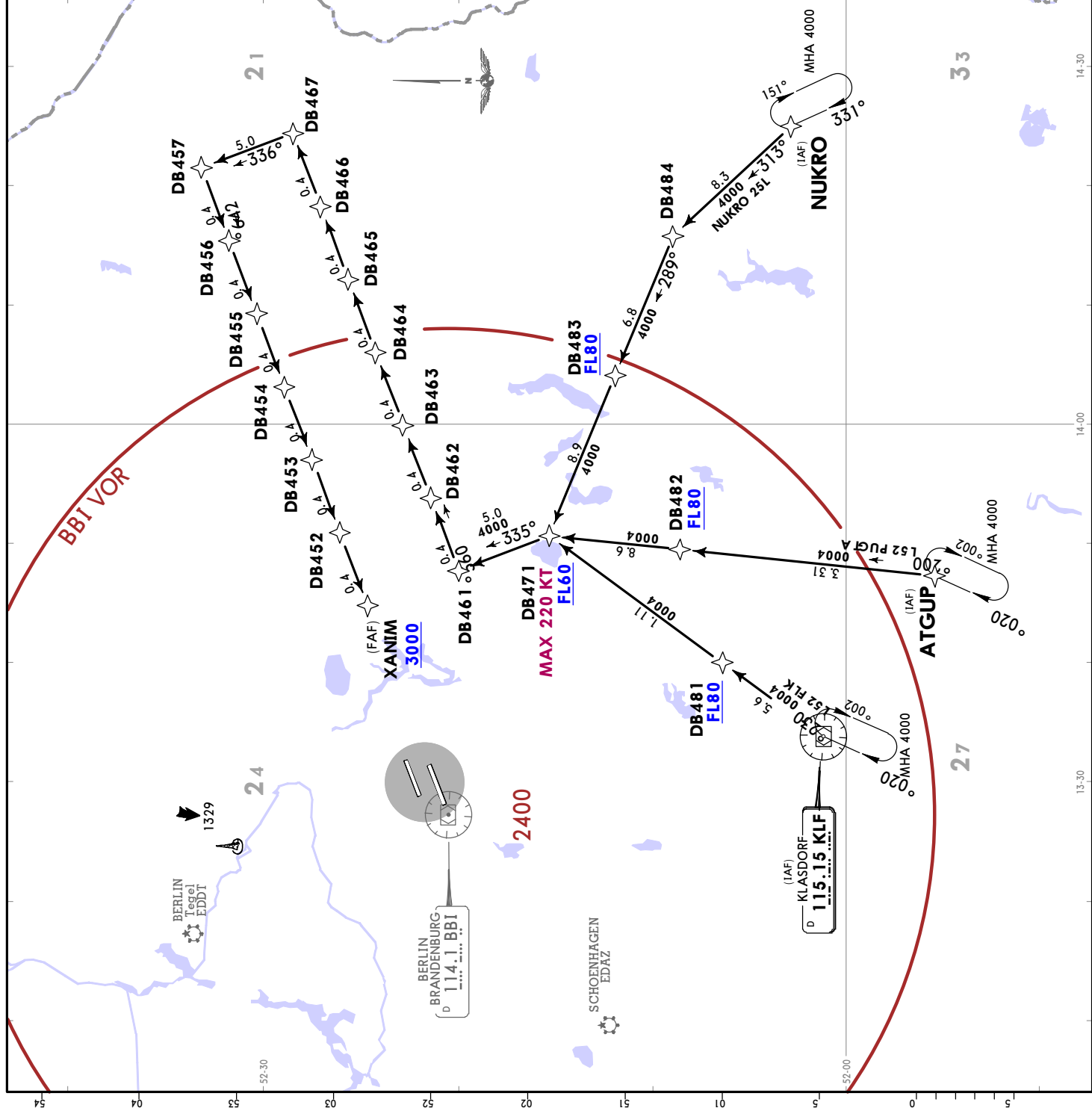
30 OCT 20
Eff 4 Nov

D-ATIS
123.780
Trans level: By ATC
1. On downwind EXPECT vectors to final.
2. Speed restrictions on Transition are always mandatory, unless cancelled by ATC.

Apt Elev
156

ATGUP 25L [ATG25L]
KLF 25L [KLF25L]
NUKRO 25L [NUK25L]
RWY 25L RNAV TRANSITIONS
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION
ONLY WHEN CLEARED BY ATC
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

TRANSITION	ROUTING
ATGUP 25L	ATGUP - DB482 (FL80+) - DB471 (K220-; FL60+) - DB461 - DB467 - DB457 - XANIM (3000+).
KLF 25L	KLF - DB481 (FL80+) - DB471 (K220-; FL60+) - DB461 - DB467 - DB457 - XANIM (3000+).
NUKRO 25L	NUKRO - DB484 - DB483 (FL80+) - DB471 (K220-; FL60+) - DB461 - DB467 - DB457 - XANIM (3000+).



EDDB/BER
BERLIN BRANDENBURG

JEPPESSEN
30 OCT 20 (20-2G) Eff 4 Nov

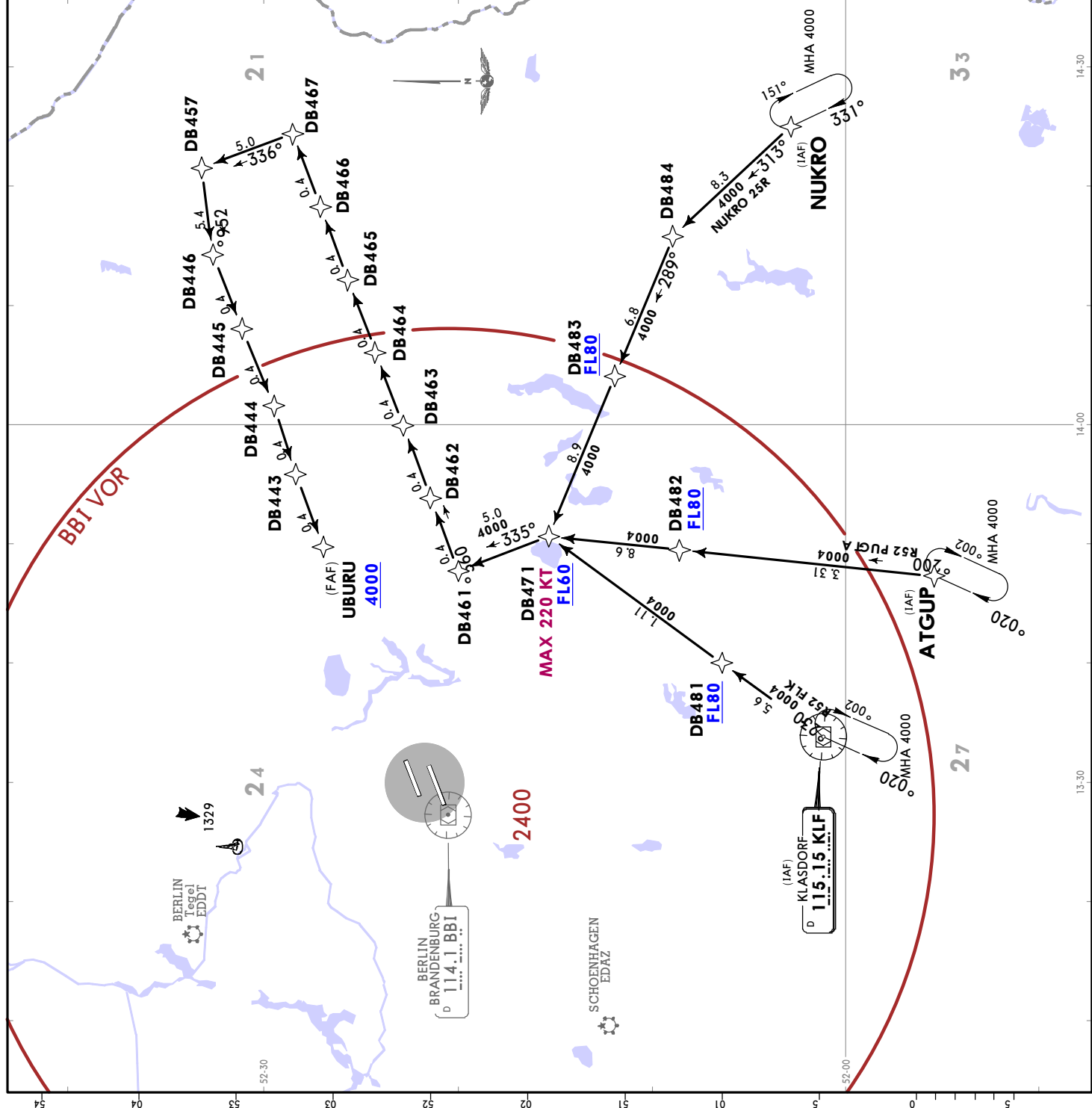
BERLIN BRANDENBURG, GERMANY
RNAV TRANSITION

D-ATIS
123.780
Apt Elev
156

Alt Set: hPa (IN on request)
Trans level: By ATC
1. On downwind EXPECT vectors to final.
2. Speed restrictions on Transition are always mandatory, unless cancelled by ATC.

ATGUP 25R [ATG25R]
KLF 25R [KLF25R]
NUKRO 25R [NUK25R]
RWY 25R RNAV TRANSITIONS
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION
ONLY WHEN CLEARED BY ATC
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

TRANSITION	ROUTING
ATGUP 25R	ATGUP - DB482 (FL80+) - DB471 (K220-; FL60+) - DB461 - DB467 - DB457 - DB446 - UBURU (4000+).
KLF 25R	KLF - DB481 (FL80+) - DB471 (K220-; FL60+) - DB461 - DB467 - DB457 - DB446 - UBURU (4000+).
NUKRO 25R	NUKRO - DB484 - DB483 (FL80+) - DB471 (K220-; FL60+) - DB461 - DB467 - DB457 - DB446 - UBURU (4000+).



EDDB/BER
BERLIN BRANDENBURG

JEPPESEN BERLIN BRANDENBURG, GERMANY

30 OCT 20

20-3

Eff 4 Nov

SID

SID DESIGNATION	REFER TO CHART
ARSAP 1B, 1D	20-3B
ARSAP 1Q, 1Z	20-3C
ARSAP 1N	20-3D
ARSAP 1A, 1C, 1M	20-3E
GERGA 1B, 1D	20-3F
GERGA 1Q, 1Z	20-3G
GERGA 1N	20-3H
GERGA 1A, 1C, 1M	20-3J
HLZ 1B, 1D, 1J, 1K	20-3K
HLZ 1Q, 1R, 1Y, 1Z	20-3L
HLZ 1N, 1P	20-3L1
HLZ 1A, 1C	20-3L2
LUROS 1B, 1D	20-3L3
LUROS 1Q, 1Z	20-3L4
LUROS 1N	20-3L5
LUROS 1A, 1C, 1M	20-3L6
MAXAN 1B, 1D, 1J, 1K	20-3L7
MAXAN 1Q, 1R, 1Y, 1Z	20-3L8
MAXAN 1N, 1P	20-3M
MAXAN 1A, 1C	20-3N
ODLUN 1B, 1D, 1J, 1K	20-3N1
ODLUN 1Q, 1R, 1Y, 1Z	20-3N2
ODLUN 1N, 1P	20-3N3
ODLUN 1A, 1C	20-3N4
POVEL 1B, 1D, 1J, 1K	20-3N5
POVEL 1Q, 1R, 1Y, 1Z	20-3N6
POVEL 1N, 1P	20-3N7
POVEL 1A, 1C	20-3N8
ROKMU 1P	20-3P
SOGMA 1B, 1D, 1J, 1K	20-3Q
SOGMA 1Q, 1R, 1Y, 1Z	20-3Q1
SOGMA 1N, 1P	20-3Q2
SOGMA 1A, 1C	20-3Q3

FOR RNAV SID (OVERLAY) DESIGNATION REFER TO PAGE 20-3A

EDDB/BER
BERLIN BRANDENBURG

JEPPESEN BERLIN BRANDENBURG, GERMANY

30 OCT 20 (20-3A) Eff 4 Nov

SID

RNAV SID (OVERLAY) DESIGNATION	REFER TO CHART
ARSAP 1B, 1D	20-3Q4
ARSAP 1Q, 1Z	20-3Q5
ARSAP 1N	20-3Q6
ARSAP 1A, 1C, 1M	20-3Q7
GERGA 1B, 1D	20-3Q8
GERGA 1Q, 1Z	20-3S
GERGA 1N	20-3T
GERGA 1A, 1C, 1M	20-3T1
HLZ 1B, 1D, 1J, 1K	20-3T2
HLZ 1Q, 1R, 1Y, 1Z	20-3T3
HLZ 1N, 1P	20-3T4
HLZ 1A, 1C	20-3T5
LUROS 1B, 1D	20-3T6
LUROS 1Q, 1Z	20-3T7
LUROS 1N	20-3T8
LUROS 1A, 1C, 1M	20-3U
MAXAN 1B, 1D, 1J, 1K	20-3V
MAXAN 1Q, 1R, 1Y, 1Z	20-3V1
MAXAN 1N, 1P	20-3V2
MAXAN 1A, 1C	20-3V3
ODLUN 1B, 1D, 1J, 1K	20-3V4
ODLUN 1Q, 1R, 1Y, 1Z	20-3V5
ODLUN 1N, 1P	20-3V6
ODLUN 1A, 1C	20-3V7
POVEL 1B, 1D, 1J, 1K	20-3V8
POVEL 1Q, 1R, 1Y, 1Z	20-3W
POVEL 1N, 1P	20-3X
POVEL 1A, 1C	20-3X1
SOGMA 1B, 1D, 1J, 1K	20-3X2
SOGMA 1Q, 1R, 1Y, 1Z	20-3X3
SOGMA 1N, 1P	20-3X4
SOGMA 1A, 1C	20-3X5

EDDB/BER
BERLIN BRANDENBURG

JEPPESEN BERLIN BRANDENBURG, GERMANY

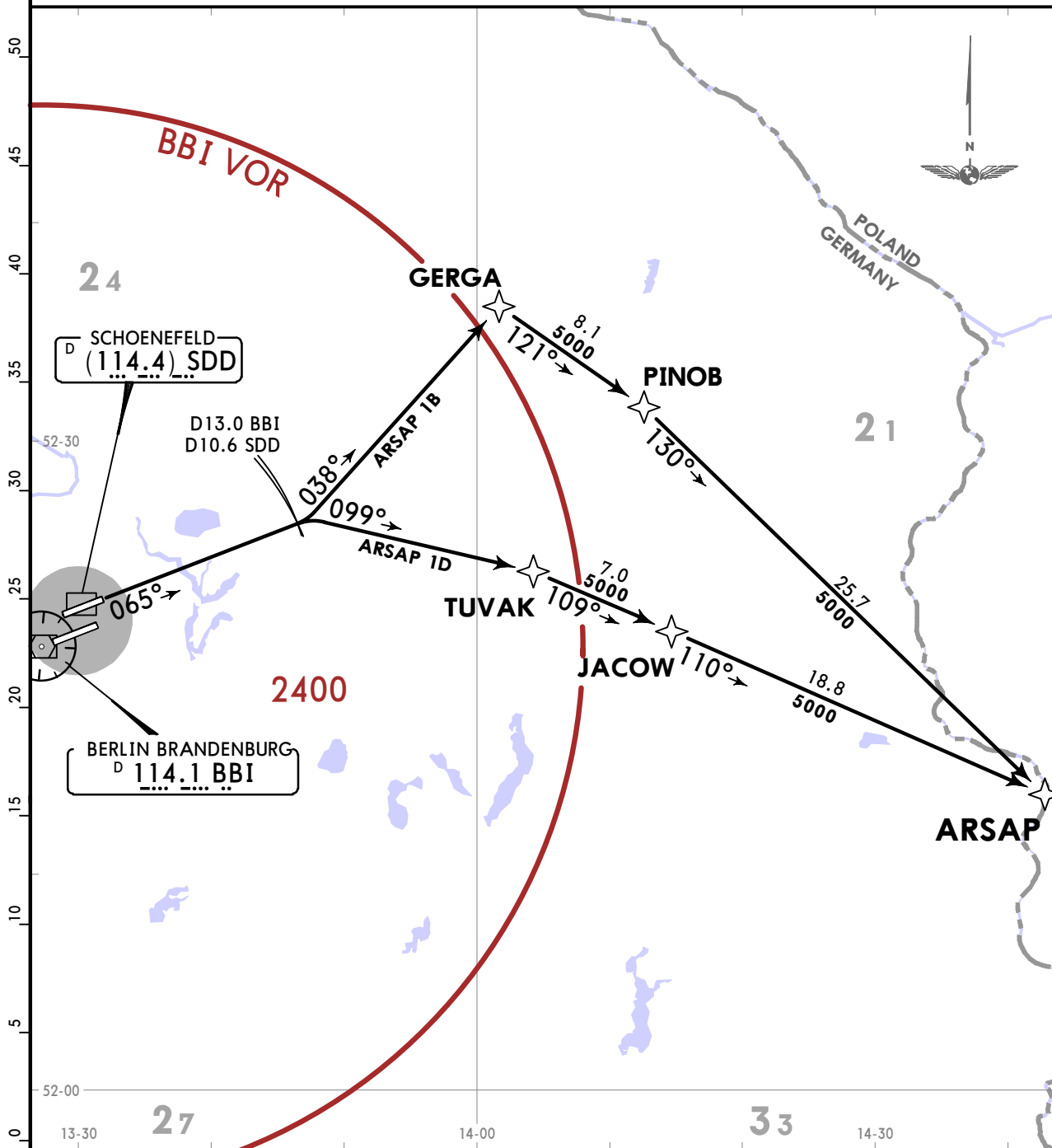
30 OCT 20 **20-3B** Eff 4 Nov

SID

BREMEN Radar (APP) 134.430	Apt Elev 156	Trans alt: 5000 1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised. 2. Contact BREMEN Radar when advised by Tower. 3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 4. Close-in obstacles.
---	------------------------	---

ARSAP 1B, ARSAP 1D
RWY 07L DEPARTURES

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **5000**

SID	ROUTING
ARSAP 1B JET ACFT only	Climb straight ahead to D10.6 SDD (D13.0 BBI) ①, turn LEFT, 038° track to GERGA, turn RIGHT, 121° track to PINOB, turn RIGHT, 130° track to ARSAP.
ARSAP 1D PROP/TURBOPROP ACFT only	Climb straight ahead to D10.6 SDD (D13.0 BBI) ①, turn RIGHT, 099° track to TUVAK, turn RIGHT, 109° track to JACOW, 110° track to ARSAP.

① After D10.6 SDD (D13.0 BBI) BRNAV equipment necessary.

EDDB/BER
BERLIN BRANDENBURG

JEPPESSEN BERLIN BRANDENBURG, GERMANY

30 OCT 20 **20-3C** Eff 4 Nov

SID

BREMEN Radar (APP) 120.630	Apt Elev 156	Trans alt: 5000 1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised. 2. Contact BREMEN Radar when advised by Tower. 3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 4. Close-in obstacles.
---	------------------------	---

ARSAP 1Q, ARSAP 1Z
RWY 07R DEPARTURES
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C



ARSAP 1Q
This SID requires a minimum climb gradient of 490 per NM (8.0%) until passing 5000, due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
490 per NM	613	817	1225	1633	2042	2450

ARSAP 1Q: Initial climb clearance 5000
ARSAP 1Z: Initial climb clearance 4000

SID	ROUTING
ARSAP 1Q ①	Climb to 600, turn RIGHT, 131° track to D4.6 SDD ②, turn LEFT, 068° track to ARGUX, turn RIGHT, 090° track to IDOBA, turn RIGHT, 099° track to ARSAP.
ARSAP 1Z By ATC	On 080° track to D8.7 SDD (D10.7 BBI) ③, turn RIGHT, 103° track to IDOBA, 099° track to ARSAP.

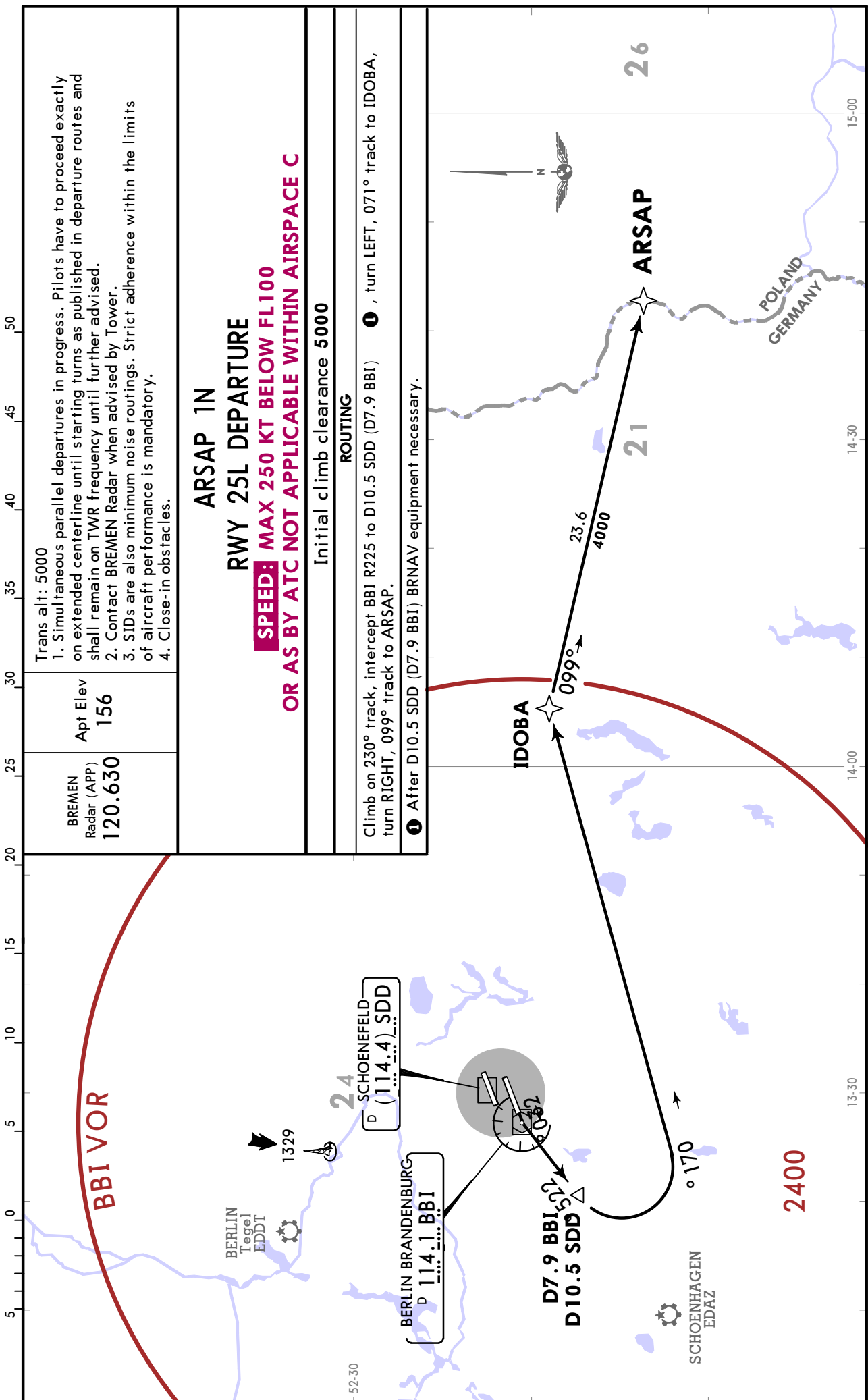
① Noise preferential SID to IDOBA.
BRNAV equipment necessary after: ② D4.6 SDD/ ③ D8.7 SDD (D10.7 BBI).

EDDB/BER
BERLIN BRANDENBURG

JEPPESSEN BERLIN BRANDENBURG, GERMANY

30 OCT 20 **20-3D** Eff 4 Nov

SID



CHANGES: New airport.

© JEPPESSEN, 2020. ALL RIGHTS RESERVED.

EDDB/BER BERLIN BRANDENBURG

JEPPesen BERLIN BRANDENBURG, GERMANY

30 OCT 20

20-3E

Eff 4 Nov

SID

<p>ARSAP 1A, 1C: Initial climb clearance 5000 ARSAP 1M: Initial climb clearance 4000</p>	
ROUTING	
SID	
ARSAP 1A JET ACFT only	Climb straight ahead to D5.1 SDD (D2.9 BBI), turn RIGHT, 261° track to D10.8 SDD (D8.6 BBI) 1 , turn RIGHT, 007° track to DB243, turn RIGHT, 073° track to GERGA, turn RIGHT, 121° track to PINOB, turn RIGHT, 130° track to ARSAP.
ARSAP 1C PROP/TURBOPROP ACFT only	Climb straight ahead to D5.1 SDD (D2.9 BBI), turn RIGHT, 261° track to D10.8 SDD (D8.6 BBI) 1 , turn RIGHT, 007° track to DB243, turn RIGHT, 097° track to TUVAK, turn RIGHT, 109° track to JACOW, turn RIGHT, 110° track to ARSAP.
ARSAP 1M JET ACFT only	Climb straight ahead to D5.1 SDD (D2.9 BBI), turn RIGHT, 261° track to D10.8 SDD (D8.6 BBI) 1 , turn LEFT, 240° track to VAVIV, turn RIGHT, 261° track to IBGAL, turn RIGHT, 283° track to BAKPA, turn RIGHT, 359° track to ERDUX, turn RIGHT, 073° track to GERGA, turn RIGHT, 121° track to PINOB, turn RIGHT, 130° track to ARSAP.

Trans alt: 5000

1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.
2. Contact BREMEN Radar when advised by Tower.
3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
4. Close-in obstacles.

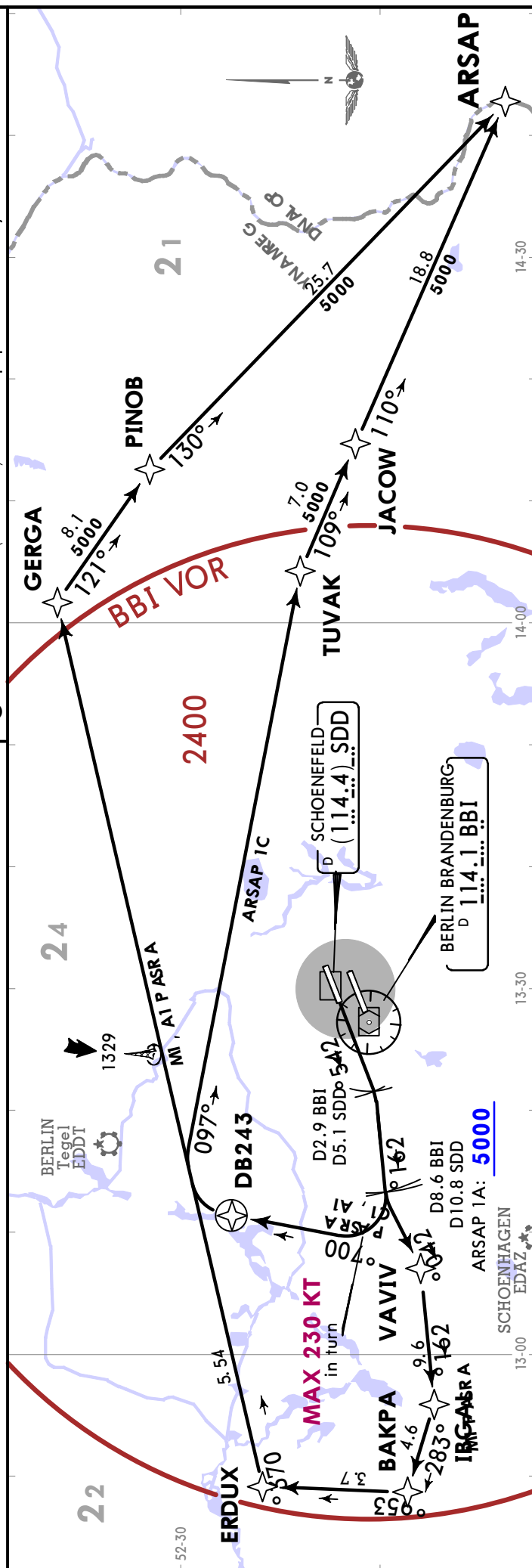
ARSAP 1A, ARSAP 1C, ARSAP 1M
RWY 25R DEPARTURES
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C

ARSAP 1A

This SID requires a minimum climb gradient of 490 per NM (8.0%) up to 9500, due to noise abatement.

Gnd speed-KT	75	100	150	200	250	300
490 per NM	613	817	1225	1633	2042	2450

If unable to comply, file ARSAP 1M.



EDDB/BER BERLIN BRANDENBURG

JEPPESEN BERLIN BRANDENBURG, GERMANY

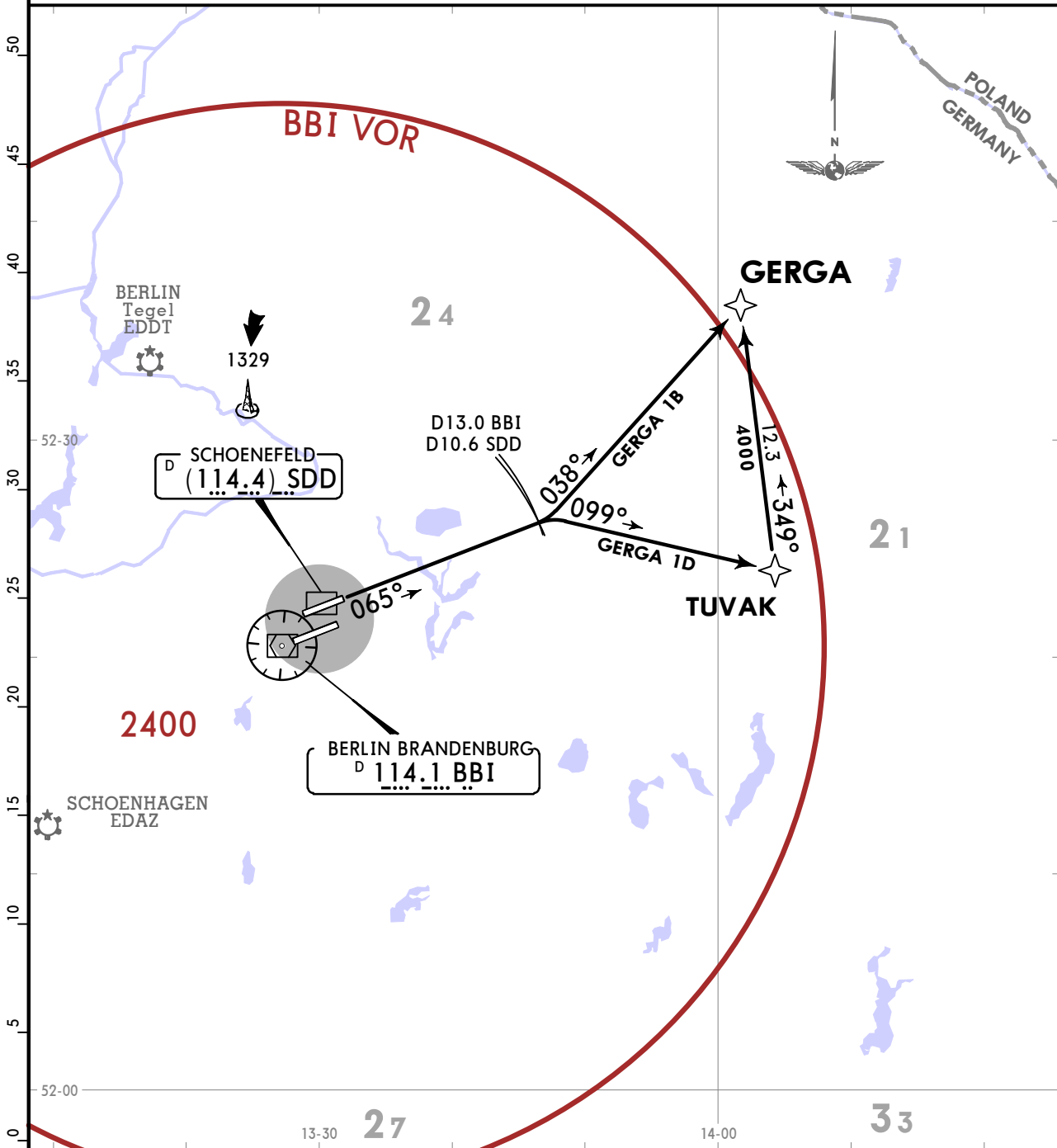
30 OCT 20 **20-3F** Eff 4 Nov

SID

BREMEN Radar (APP) 134.430	Apt Elev 156	Trans alt: 5000 1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised. 2. Contact BREMEN Radar when advised by Tower. 3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 4. Close-in obstacles.
---	------------------------	---

GERGA 1B, GERGA 1D RWY 07L DEPARTURES

**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C**



Initial climb clearance **5000**

SID	ROUTING
GERGA 1B JET ACFT only	Climb straight ahead to D10.6 SDD (D13.0 BBI) ①, turn LEFT, 038° track to GERGA.
GERGA 1D PROP/TURBOPROP ACFT only	Climb straight ahead to D10.6 SDD (D13.0 BBI) ①, turn RIGHT, 099° track to TUVAK, turn LEFT, 349° track to GERGA.

① After D10.6 SDD (D13.0 BBI) BRNAV equipment necessary.

EDDB/BER
BERLIN BRANDENBURG

JEPPESEN BERLIN BRANDENBURG, GERMANY

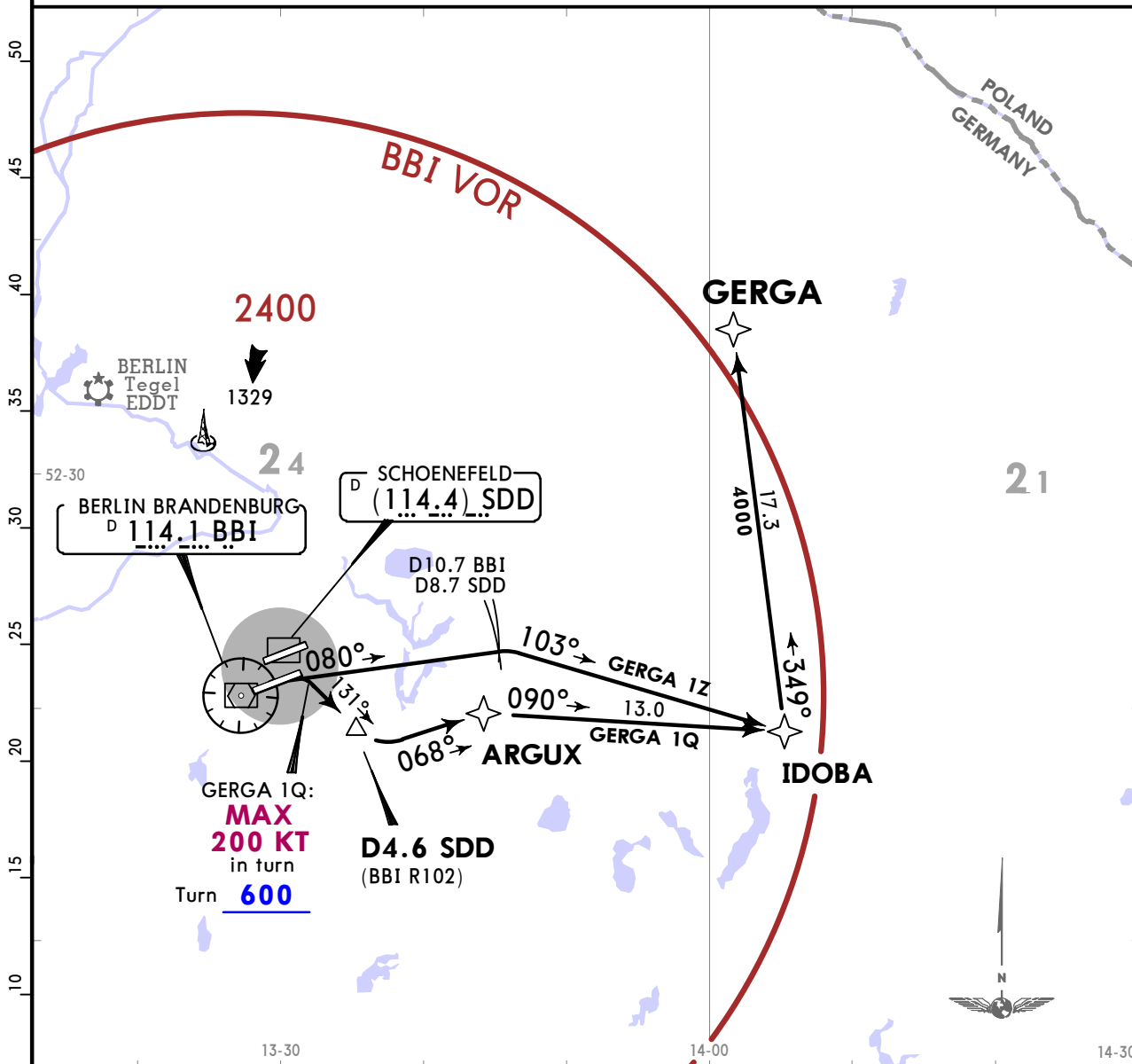
30 OCT 20 **20-3G** Eff 4 Nov

SID

BREMEN Radar (APP) 120.630	Apt Elev 156	Trans alt: 5000 1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised. 2. Contact BREMEN Radar when advised by Tower. 3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 4. Close-in obstacles.
---	------------------------	---

**GERGA 1Q, GERGA 1Z
RWY 07R DEPARTURES**

**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C**



GERGA 1Q

This SID requires a minimum climb gradient of 490 per NM (8.0%) until passing 5000, due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
490 per NM	613	817	1225	1633	2042	2450

GERGA 1Q: Initial climb clearance 5000
GERGA 1Z: Initial climb clearance 4000

SID	ROUTING
GERGA 1Q ①	Climb to 600, turn RIGHT, 131° track to D4.6 SDD ②, turn LEFT, 068° track to ARGUX, turn RIGHT, 090° track to IDOBA, turn LEFT, 349° track to GERGA.
GERGA 1Z By ATC	On 080° track to D8.7 SDD (D10.7 BBI) ③, turn RIGHT, 103° track to IDOBA, turn LEFT, 349° track to GERGA.

① Noise preferential SID to IDOBA.
BRNAV equipment necessary after: ② D4.6 SDD/ ③ D8.7 SDD (D10.7 BBI).

EDDB/BER BERLIN BRANDENBURG

30 OCT 20

20-3J

Eff 4 Nov

SID

JEPPESSEN BERLIN BRANDENBURG, GERMANY

GERGA 1A, 1C: Initial climb clearance 5000	
GERGA 1M: Initial climb clearance 4000	
SID	ROUTING
GERGA 1A JET ACFT only	Climb straight ahead to D5.1 SDD (D2.9 BBI), turn RIGHT, 261° track to D10.8 SDD (D8.6 BBI) ①, turn RIGHT, 007° track to DB243, turn RIGHT, 073° track to GERGA.
GERGA 1C PROP/TURBOPROP ACFT only	Climb straight ahead to D5.1 SDD (D2.9 BBI), turn RIGHT, 261° track to D10.8 SDD (D8.6 BBI) ①, turn RIGHT, 007° track to DB243, turn RIGHT, 097° track to TUVAK, turn LEFT, 349° track to GERGA.
GERGA 1M JET ACFT only	Climb straight ahead to D5.1 SDD (D2.9 BBI), turn RIGHT, 261° track to D10.8 SDD (D8.6 BBI) ①, turn LEFT, 240° track to VAVIV, turn RIGHT, 261° track to IBGAL, turn RIGHT, 283° track to BAKPA, turn RIGHT, 359° track to ERDUX, turn RIGHT, 073° track to GERGA.

① After D10.8 SDD (D8.6 BBI) BRNAV equipment necessary.

Trans alt: 5000

1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.
2. Contact BREMEN Radar when advised by Tower.
3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
4. Close-in obstacles.

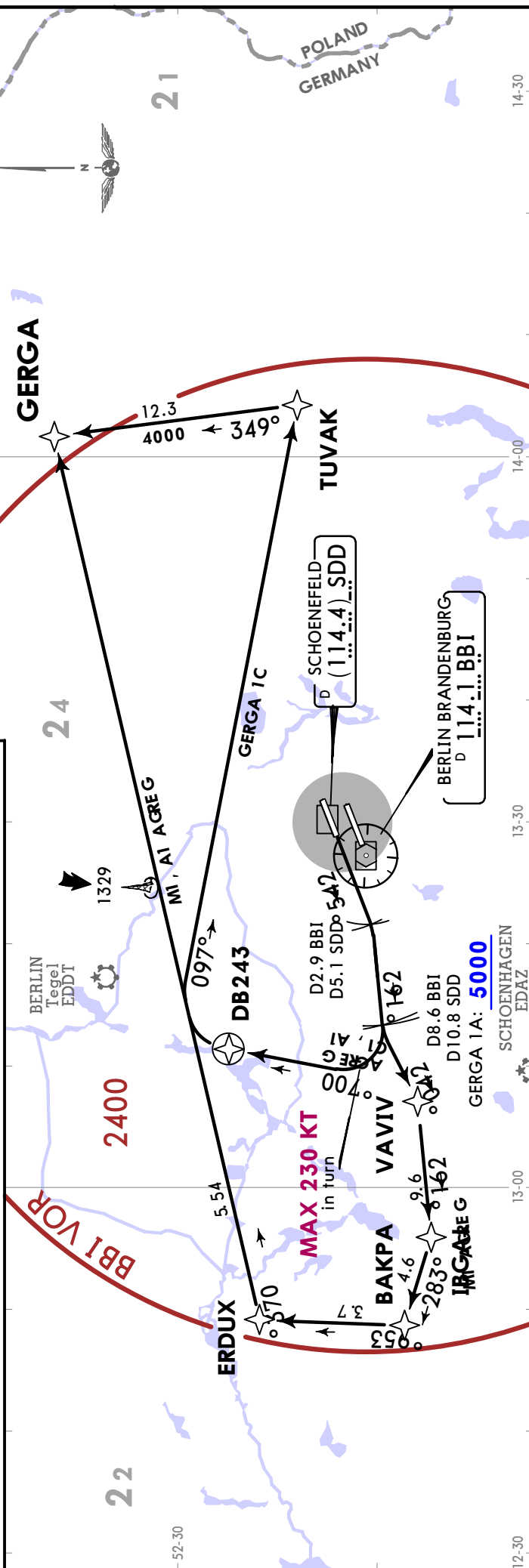
GERGA 1A, GERGA 1C, GERGA 1M
RWY 25R DEPARTURES
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C

GERGA 1A

This SID requires a minimum climb gradient of 490 per NM (8.0%) up to 9500, due to noise abatement.

Gnd speed-KT	75	100	150	200	250	300
490 per NM	613	817	1225	1633	2042	2450

If unable to comply, file GERGA 1M.



EDDB/BER
BERLIN BRANDENBURG



30 OCT 20 20-3L EFF 4 Nov

BERLIN BRANDENBURG
GERMANY

SID

SID	ROUTING
HLZ 1Q, 1R: Initial climb clearance FL80 HLZ 1Y, 1Z: Initial climb clearance 4000	
HLZ 1Q JET ACFT only RFL MNM FL120	Climb to 600, turn RIGHT, 214° track to MOVOM, turn RIGHT, 266° track to POBAM, turn LEFT, 235° track to LULUL, turn RIGHT, 254° track via ESIKA and LOGDO to MAG, turn RIGHT, 298° track to HLZ.
HLZ 1R PROP/TURBOPROP ACFT only RFL MNM FL120	Climb to 600, turn RIGHT, 214° track to MOVOM, turn RIGHT, 266° track to POBAM, turn LEFT, 211° track to ROKMU, turn RIGHT, 254° track via DBØ7Ø to ROSNO, turn RIGHT, 280° track to MAG, turn RIGHT, 298° track to HLZ.
HLZ 1Y PROP/TURBOPROP	On 080° track to D7.2 SDD (D9.2 BBI), turn RIGHT, 195° track to GAGVI, turn RIGHT, 246° track to IBIKI, 241° track to ROKMU, turn RIGHT, 254° track via DBØ7Ø to ROSNO, turn RIGHT, 280° track to MAG, turn RIGHT, 298° track to HLZ.
HLZ 1Z JET ACFT only	On 080° track to D7.2 SDD (D9.2 BBI), turn RIGHT, 195° track to GAGVI, turn RIGHT, 246° track to IBIKI, turn RIGHT, 262° track to LULUL, turn LEFT, 254° track via ESIKA and LOGDO to MAG, turn RIGHT, 298° track to HLZ.

Gnd speed-KT	75	100	150	200	250	300
610 per NM	763	1017	1525	2033	2542	3050

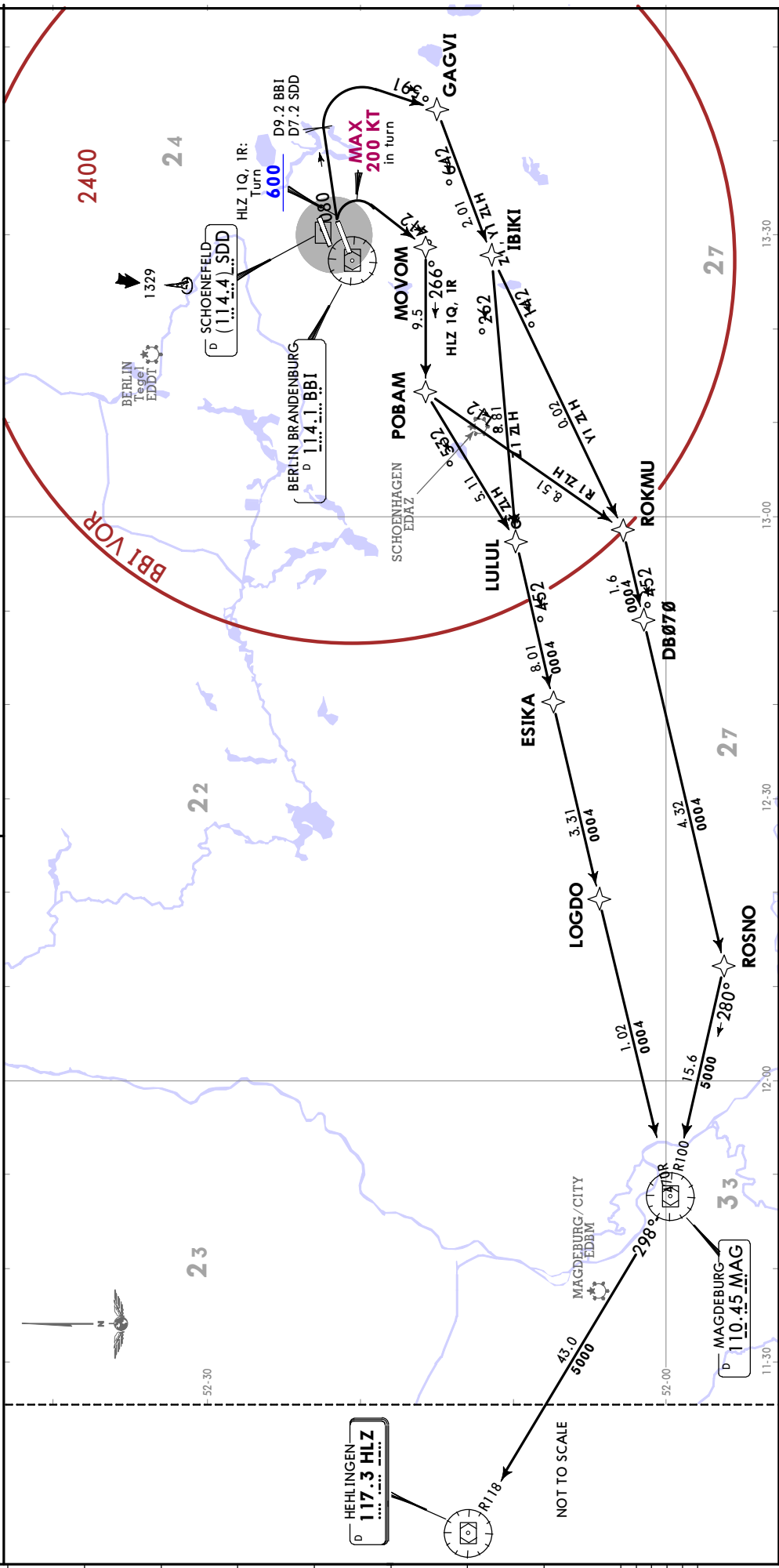
HLZ 1Q: If unable to comply, file HLZ 1Z.
HLZ 1R: If unable to comply file HLZ 1Y.

These SIDs require a minimum climb gradient of 610 per NM (10.0%) up to FL100, due airspace structure.

Trans alt: 5000
1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.
2. Contact BREMEN Radar when advised by Tower.
3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
4. Close-in obstacles.

**HEHLINGEN 1Q (HLZ 1Q), HEHLINGEN 1R (HLZ 1R)
HEHLINGEN 1Y (HLZ 1Y), HEHLINGEN 1Z (HLZ 1Z)**

RWY 07R DEPARTURES
BRNAV EQUIPMENT NECESSARY AFTER PASSING 2200
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance 5000	
SID	ROUTING
HLZ 1N JET ACFT only	Climb on 230° track, intercept BBI R225 to D7.9 BBI (D10.5 SDD) ①, turn RIGHT, 244° track to LULUL, turn RIGHT, 254° track via ESIKA and LOGDO to MAG, turn RIGHT, 298° track to HLZ.
HLZ 1P PROP/TURBOPROP ACFT only	Climb on runway track to 600, turn LEFT, intercept BBI R221 to ROKMU ②, turn RIGHT, 254° track via DB070 to ROSNO, turn RIGHT, 280° track to MAG, turn RIGHT, 298° track to HLZ.

Trans alt: 5000

1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.
2. Contact BREMEN Radar when advised by Tower.
3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
4. Close-in obstacles.

HEHLINGEN 1N (HLZ 1N), HEHLINGEN 1P (HLZ 1P)

RWY 25L DEPARTURES

SPEED: MAX 250 KT BELOW FL100

OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C



EDDB/BER
BERLIN BRANDENBURG



30 OCT 20 (20-3L2) Eff 4 Nov

BERLIN BRANDENBURG
GERMANY

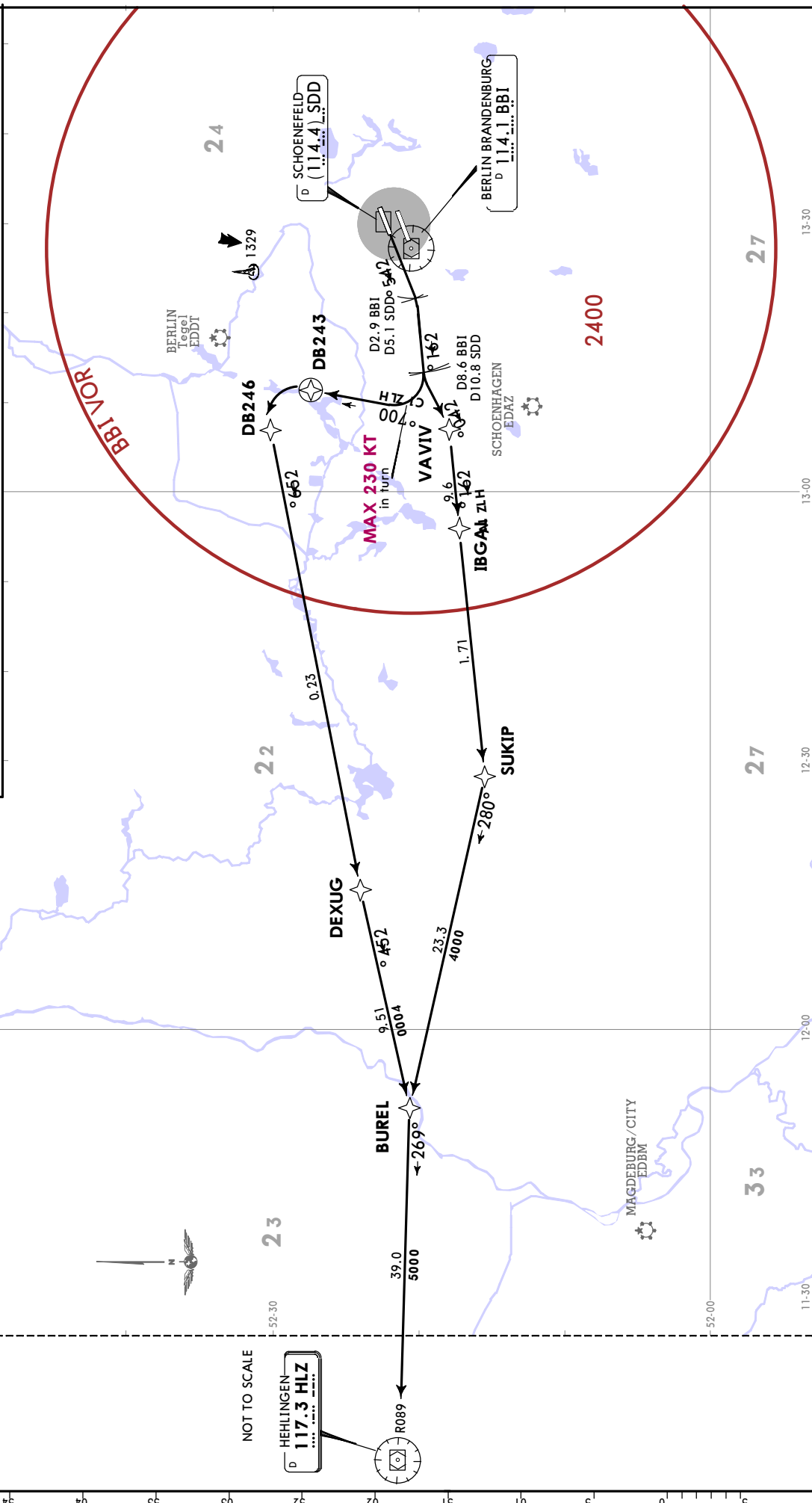
SID

Initial climb clearance 5000	
SID	ROUTING
HLZ 1A JET ACFT only	Climb straight ahead to D5.1 SDD (D2.9 BBI), turn RIGHT, 261° track to D10.8 SDD (D8.6 BBI), turn LEFT, 240° track to VAVIV, turn RIGHT, 261° track via IBGAL to SUKIP, turn RIGHT, 280° track to BUREL, turn LEFT, 269° track to HLZ.
HLZ 1C PROP/TURBOPROP ACFT only	Climb straight ahead to D5.1 SDD (D2.9 BBI), turn RIGHT, 261° track to D10.8 SDD (D8.6 BBI), turn RIGHT, 007° track to DB243, turn LEFT, 256° track to DEXUG, 254° track to BUREL, turn RIGHT, 269° track to HLZ.

Trans alt: 5000

1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.
2. Contact BREMEN Radar when advised by Tower.
3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
4. Close-in obstacles.

HEHLINGEN 1A (HLZ 1A), HEHLINGEN 1C (HLZ 1C)
RWY 25R DEPARTURES
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C



EDDB/BER
BERLIN BRANDENBURG

JEPPESEN BERLIN BRANDENBURG, GERMANY

30 OCT 20

20-3L3

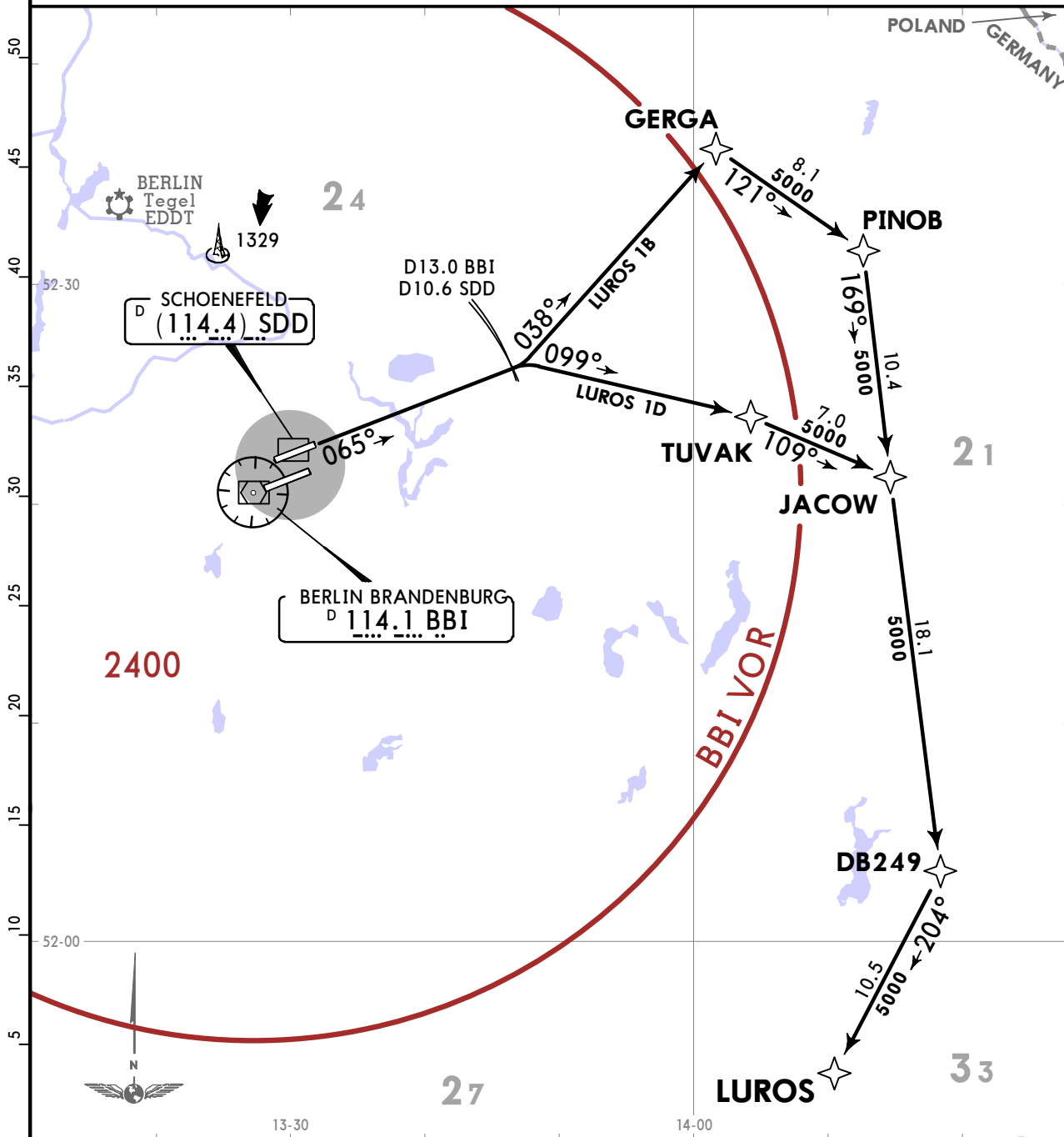
Eff 4 Nov

SID

BREMEN Radar (APP) 134.430	Apt Elev 156	Trans alt: 5000 1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised. 2. Contact BREMEN Radar when advised by Tower. 3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 4. Close-in obstacles.
---	------------------------	---

**LUROS 1B, LUROS 1D
RWY 07L DEPARTURES**

**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C**



Initial climb clearance **5000**

SID	ROUTING
LUROS 1B JET ACFT only	Climb straight ahead to D10.6 SDD (D13.0 BBI) ①, turn LEFT, 038° track to GERGA, turn RIGHT, 121° track to PINOB, turn RIGHT, 169° track via JACOW to DB249, turn RIGHT, 204° track to LUROS.
LUROS 1D PROP/TURBOPROP ACFT only	Climb straight ahead to D10.6 SDD (D13.0 BBI) ①, turn RIGHT, 099° track to TUVAK, turn RIGHT, 109° track to JACOW, turn RIGHT, 169° track to DB249, turn RIGHT, 204° track to LUROS.

① After D10.6 SDD (D13.0 BBI) BRNAV equipment necessary.

EDDB/BER
BERLIN BRANDENBURG

JEPPESSEN BERLIN BRANDENBURG, GERMANY

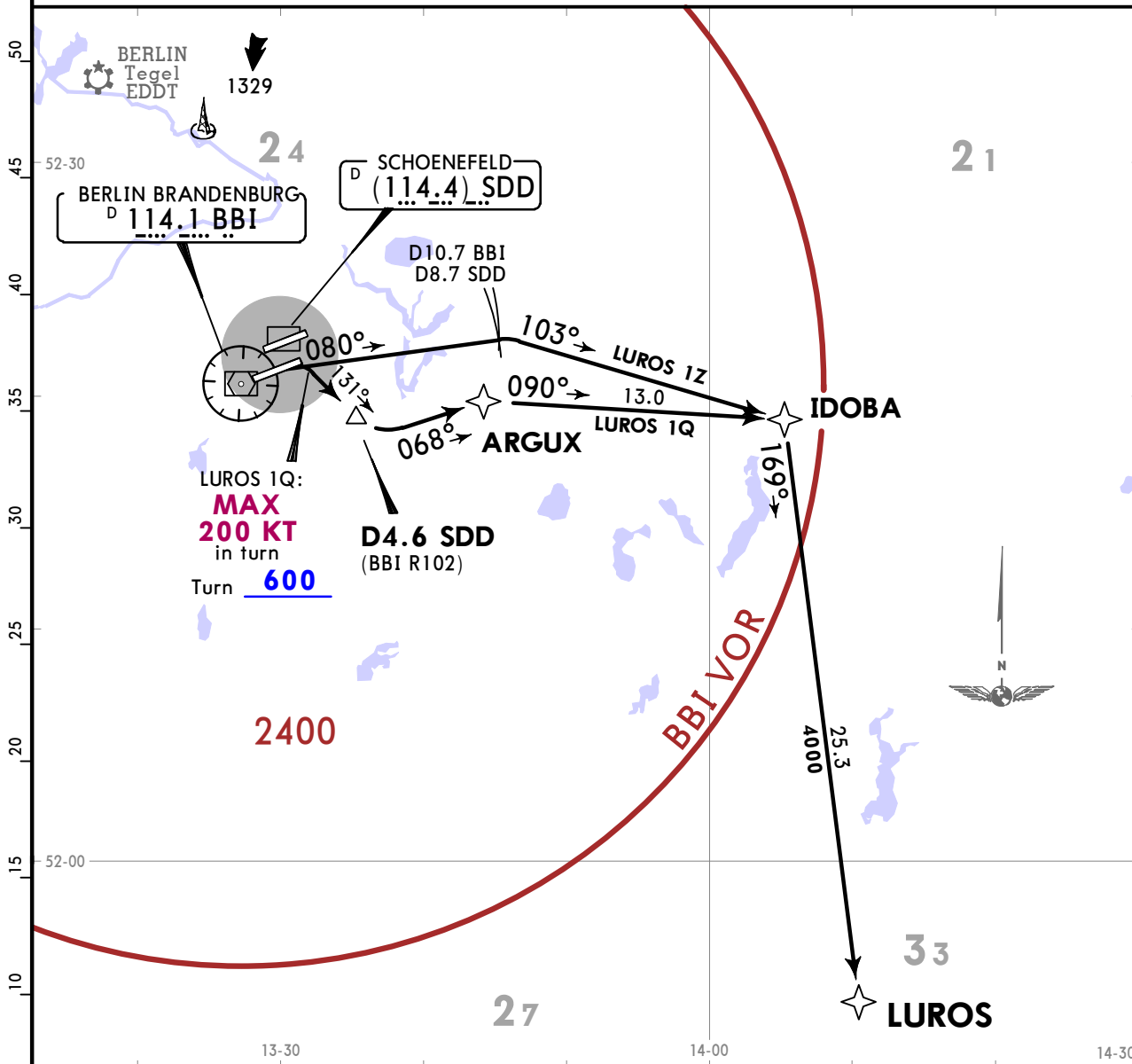
30 OCT 20 (20-3L4) Eff 4 Nov

SID

BREMEN Radar (APP) 120.630	Apt Elev 156	Trans alt: 5000 1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised. 2. Contact BREMEN Radar when advised by Tower. 3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 4. Close-in obstacles.
---	------------------------	---

**LUROS 1Q, LUROS 1Z
RWY 07R DEPARTURES**

**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C**



<p>LUROS 1Q This SID requires a minimum climb gradient of 490 per NM (8.0%) until passing 5000, due to airspace structure.</p>	<table border="1"> <tr> <td>Gnd speed-KT</td> <td>75</td> <td>100</td> <td>150</td> <td>200</td> <td>250</td> <td>300</td> </tr> <tr> <td>490 per NM</td> <td>613</td> <td>817</td> <td>1225</td> <td>1633</td> <td>2042</td> <td>2450</td> </tr> </table>	Gnd speed-KT	75	100	150	200	250	300	490 per NM	613	817	1225	1633	2042	2450
Gnd speed-KT	75	100	150	200	250	300									
490 per NM	613	817	1225	1633	2042	2450									

LUROS 1Q: Initial climb clearance 5000
LUROS 1Z: Initial climb clearance 4000

SID	ROUTING
LUROS 1Q ①	Climb to 600, turn RIGHT, 131° track to D4.6 SDD ②, turn LEFT, 068° track to ARGUX, turn RIGHT, 090° track to IDOBA, turn RIGHT, 169° track to LUROS.
LUROS 1Z By ATC	On 080° track to D8.7 SDD (D10.7 BBI) ③, turn RIGHT, 103° track to IDOBA, turn RIGHT, 169° track to LUROS.

① Noise preferential SID to IDOBA.
BRNAV equipment necessary after: ② D4.6 SDD/ ③ D8.7 SDD (D10.7 BBI).

EDDB/BER
BERLIN BRANDENBURG

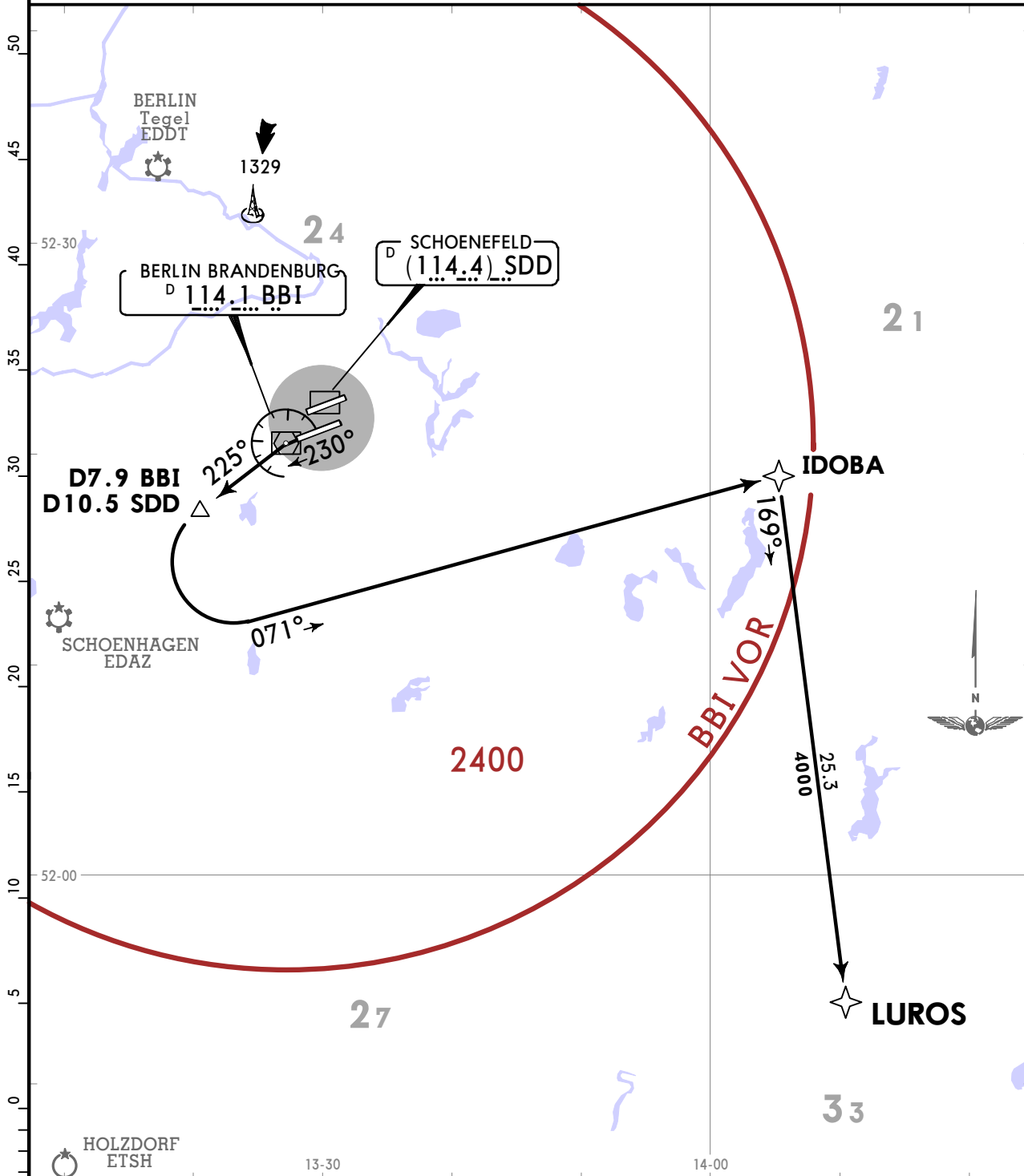
JEPPESEN BERLIN BRANDENBURG, GERMANY

30 OCT 20 **(20-3L5)** Eff 4 Nov

SID

BREMEN Radar (APP) 120.630	Apt Elev 156	Trans alt: 5000 1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised. 2. Contact BREMEN Radar when advised by Tower. 3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 4. Close-in obstacles.
---	------------------------	---

LUROS 1N
RWY 25L DEPARTURE
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance 5000

ROUTING

Climb on 230° track, intercept BBI R225 to D10.5 SDD (D7.9 BBI) **①**, turn LEFT, 071° track to IDOBA, turn RIGHT, 169° track to LUROS.

① After D10.5 SDD (D7.9 BBI) BRNAV equipment necessary.

EDDB/BER BERLIN BRANDENBURG

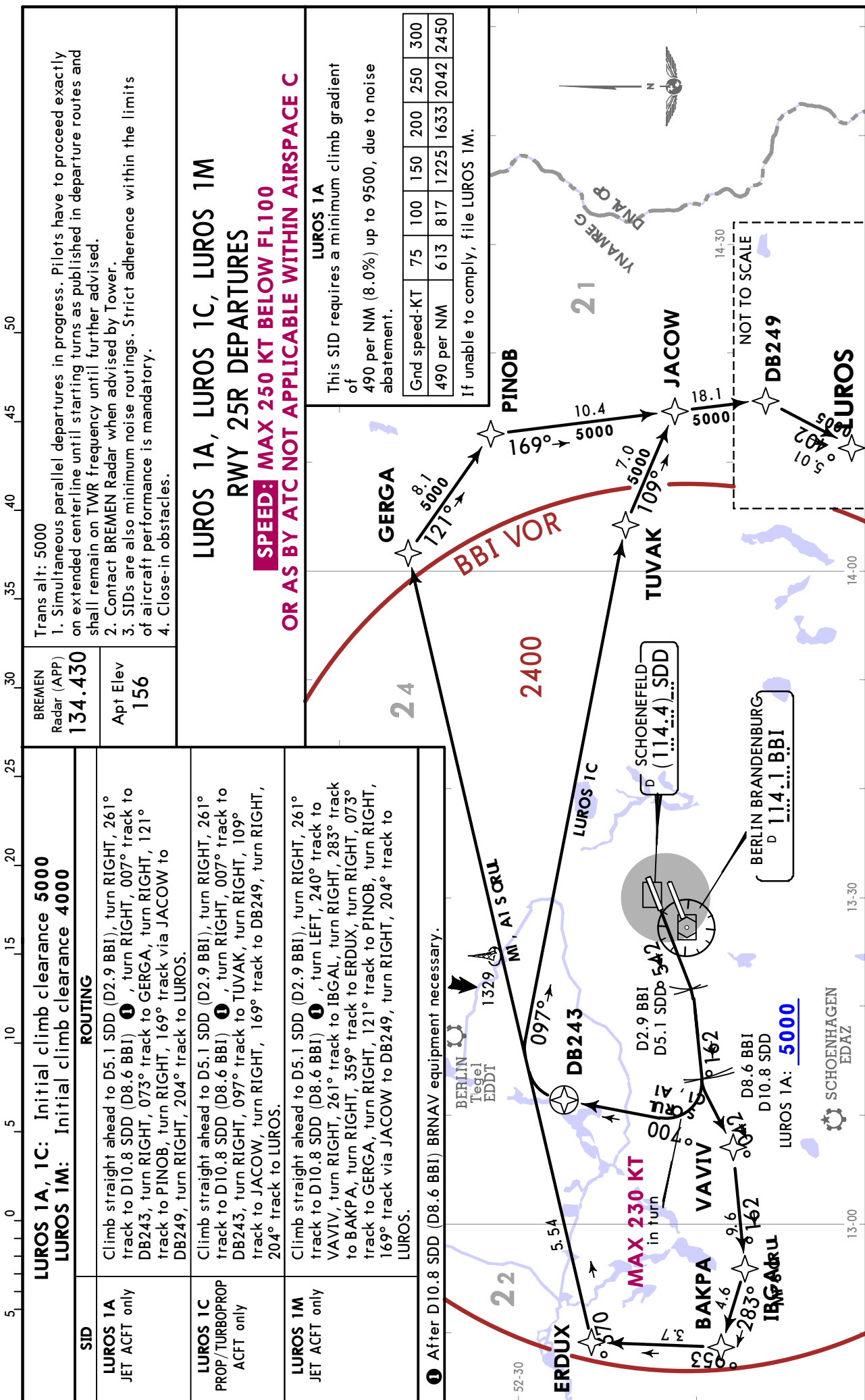
30 OCT 20

20-3L6

Eff 4 Nov

SID

JEPPesen BERLIN BRANDENBURG, GERMANY



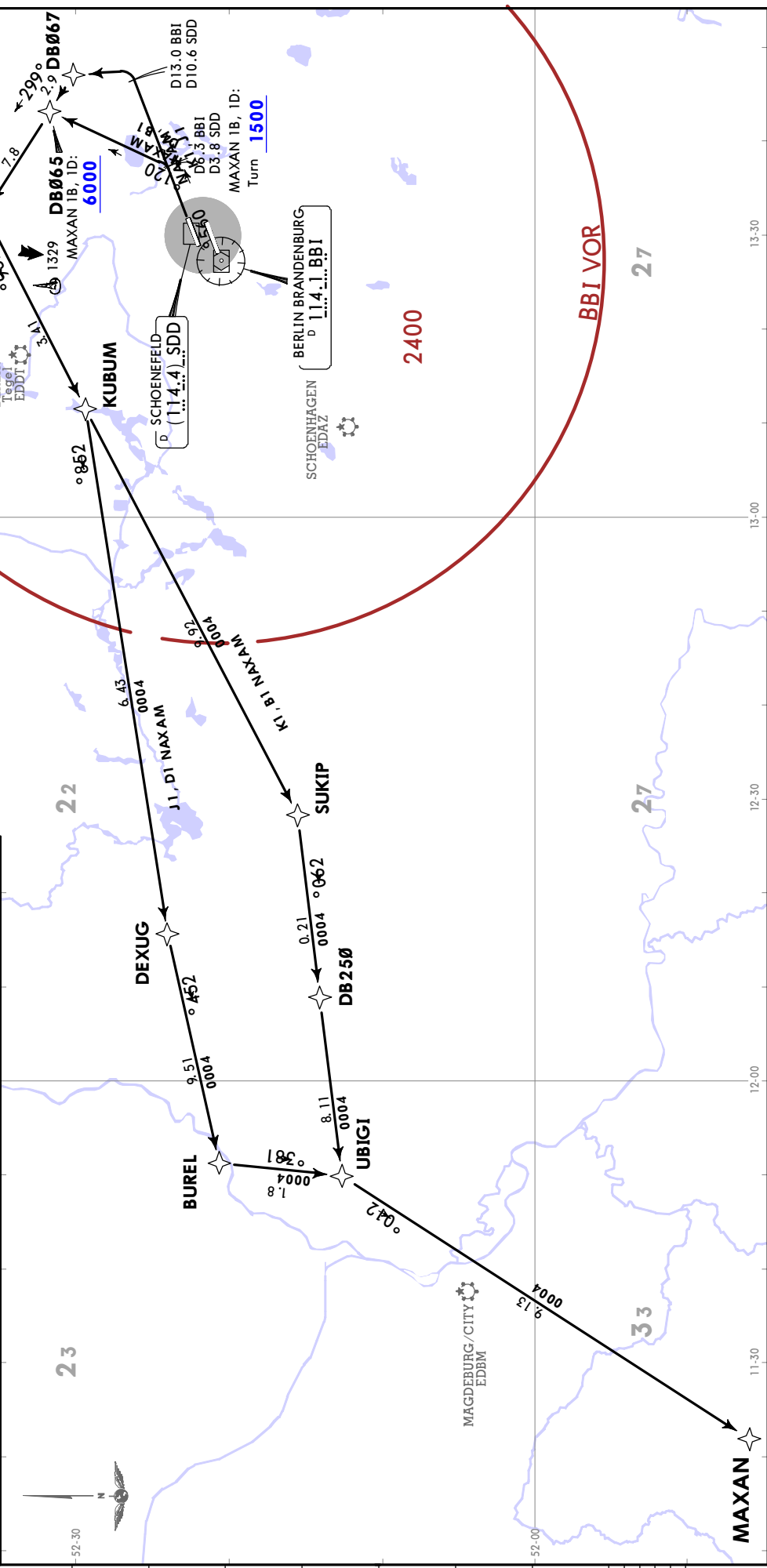
BREMEN Radar (APP) 134.430	Apt Elev 156	Trans alt: 5000
--------------------------------------	------------------------	------------------------

1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.
 2. Contact BREMEN Radar when advised by Tower.
 3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
 4. Close-in obstacles.

MAXAN 1B, MAXAN 1D
MAXAN 1J, MAXAN 1K
RWY 07L DEPARTURES
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C

MAXAN 1B, 1D: Initial climb clearance 5000 MAXAN 1J, 1K: Initial climb clearance 4000
ROUTING
MAXAN 1B JET ACFT only Climb straight ahead to D3.8 SDD (D6.3 BBI), turn LEFT, 021° track to DB065, turn LEFT, 299° track to BIKPO, turn LEFT, 239° track via KUBUM to SUKIP, turn RIGHT, 260° track via DB250 to UBIGI, turn LEFT, 210° track to MAXAN.
MAXAN 1D PROP/TURBOPROP ACFT only Climb straight ahead to D3.8 SDD (D6.3 BBI), turn LEFT, 021° track to DB065, turn LEFT, 299° track to BIKPO, turn LEFT, 239° track to KUBUM, turn RIGHT, 258° track to DEXUG, 254° track to BUREL, turn LEFT, 183° track to UBIGI, turn RIGHT, 210° track to MAXAN.
MAXAN 1J PROP/TURBOPROP ACFT only Climb straight ahead to D10.6 SDD (D13.0 BBI), turn LEFT, to DB067, 299° track to BIKPO, turn LEFT, 239° track to KUBUM, turn RIGHT, 258° track to DEXUG, 254° track to BUREL, turn LEFT, 183° track to UBIGI, turn RIGHT, 210° track to MAXAN.
MAXAN 1K JET ACFT only Climb straight ahead to D10.6 SDD (D13.0 BBI), turn LEFT, to DB067, 299° track to BIKPO, turn LEFT, 239° track via KUBUM to SUKIP, turn RIGHT, 260° track via DB250 to UBIGI, turn LEFT, 210° track to MAXAN.

MAXAN 1B, 1D	Grnd speed-KT	75	100	150	200	250	300
These SIDs require a minimum climb gradient of 490 per NM (8.0%) up to 9500, due to noise abatement.	490 per NM	613	817	1225	1633	2042	2450
	MAXAN 1B: If unable to comply, file MAXAN 1K						
	MAXAN 1D: If unable to comply file MAXAN 1J.						



EDDB/BER
BERLIN BRANDENBURG

JEPPESEN

30 OCT 20 20-31L8 Eff 4 Nov

BERLIN BRANDENBURG
GERMANY

SID

MAXAN 1Q, 1R: Initial climb clearance FL80	
MAXAN 1Y, 1Z: Initial climb clearance 4000	
ROUTING	
MAXAN 1Q JET ACFT only REFL MINM FL120	Climb to 600, turn RIGHT, 214° track to MOVOM, turn RIGHT, 266° track to POBAM, turn LEFT, 235° track to LULUL, turn RIGHT, 254° track via ESIKA and LOGDO to MAG, turn LEFT, 226° track to MAXAN.
MAXAN 1R PROP/TURBOPROP ACFT only REFL MINM FL120	Climb to 600, turn RIGHT, 214° track to MOVOM, turn RIGHT, 266° track to POBAM, turn LEFT, 211° track to ROKMU, turn RIGHT, 254° track via DBØ7Ø to ROSNO, turn LEFT, 246° track to ODLUN, 251° track to MAXAN.
MAXAN 1Y PROP/TURBOPROP	On 080° track to D7.2 SDD (D9.2 BBI), turn RIGHT, 195° track to GAGVI, turn RIGHT, 246° track to IBIKI, 241° track to ROKMU, turn RIGHT, 254° track via DBØ7Ø to ROSNO, turn LEFT, 246° track to ODLUN, 251° track to MAXAN.
MAXAN 1Z JET ACFT only	On 080° track to D7.2 SDD (D9.2 BBI), turn RIGHT, 195° track to GAGVI, turn RIGHT, 246° track to IBIKI, turn RIGHT, 262° track to LULUL, turn LEFT, 254° track via ESIKA and LOGDO to MAG, turn LEFT, 226° track to MAXAN.

MAXAN 1Q, 1R	
These SIDs require a minimum climb gradient of 610 per NM (10.0%) up to FL100, due airspace structure.	
Gnd speed-KT	75 100 150 200 250 300
610 per NM	763 1017 1525 2033 2542 3050
MAXAN 1Q: If unable to comply, file MAXAN 1Z.	
MAXAN 1R: If unable to comply, file MAXAN 1Y.	

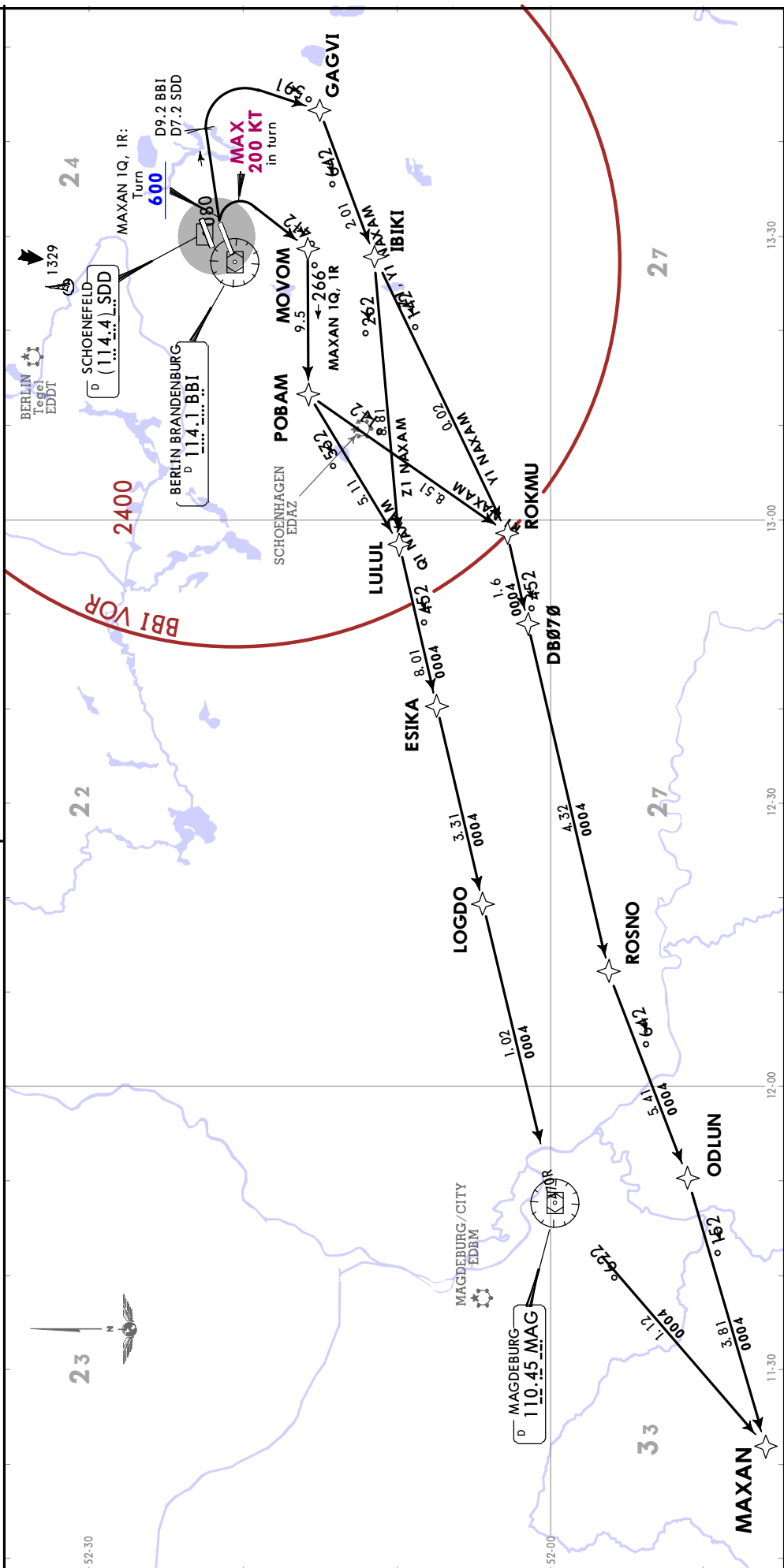
Trans alt: 5000

1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.
2. Contact BREMEN Radar when advised by Tower.
3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
4. Close-in obstacles.

Apt Elev 156

BREMEN Radar (APP) 120.630

MAXAN 1Q, MAXAN 1R
MAXAN 1Y, MAXAN 1Z
RWY 07R DEPARTURES
BRNAV EQUIPMENT NECESSARY AFTER PASSING 2200
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C

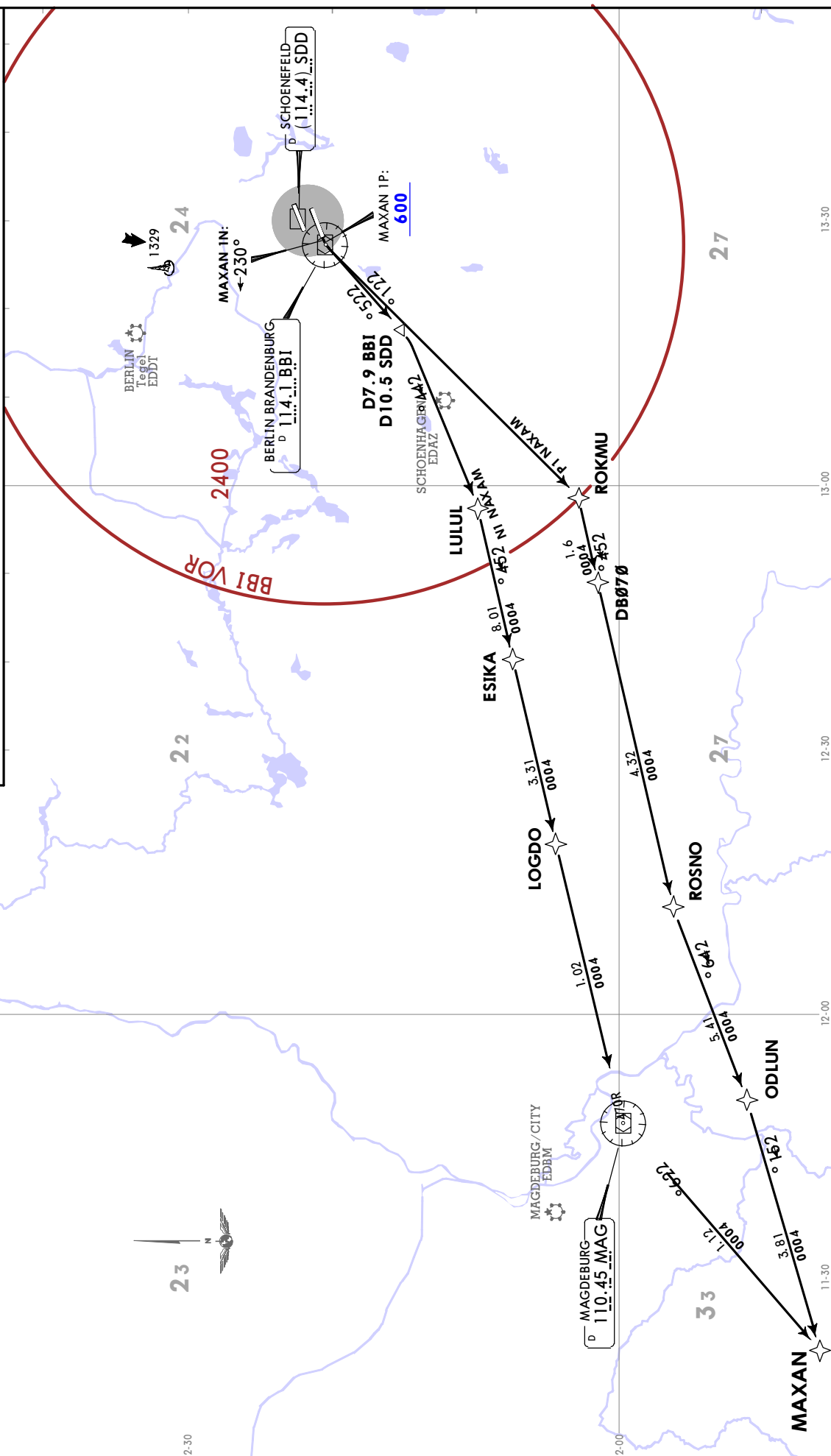


Initial climb clearance 5000	
SID	ROUTING
MAXAN 1N JET ACFT only	Climb on 230° track, intercept BBI R225 to D7.9 BBI (D10.5 SDD) ① , turn RIGHT, 244° to LULUL, turn RIGHT, 254° track via ESIKA and LOGDO to MAG, turn LEFT, 226° track to MAXAN.
MAXAN 1P PROP/TURBOPROP ACFT only	Climb on runway track to 600, turn LEFT, intercept BBI R221 to ROKMU 254° track via DBØ7Ø to ROSNO, turn LEFT, 246° track to ODLUN, 251° track to MAXAN.

Trans alt: 5000
 1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.
 2. Contact BREMEN Radar when advised by Tower.
 3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
 4. Close-in obstacles.

MAXAN 1N, MAXAN 1P
RWY 25L DEPARTURES
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C

BRNAV equipment necessary after passing: **①** D7.9 BBI (D10.5 SDD)/ **②** ROKMU.



EDDB/BER
BERLIN BRANDENBURG

JEPPESEN
30 OCT 20 (20-3N) EFF 4 Nov

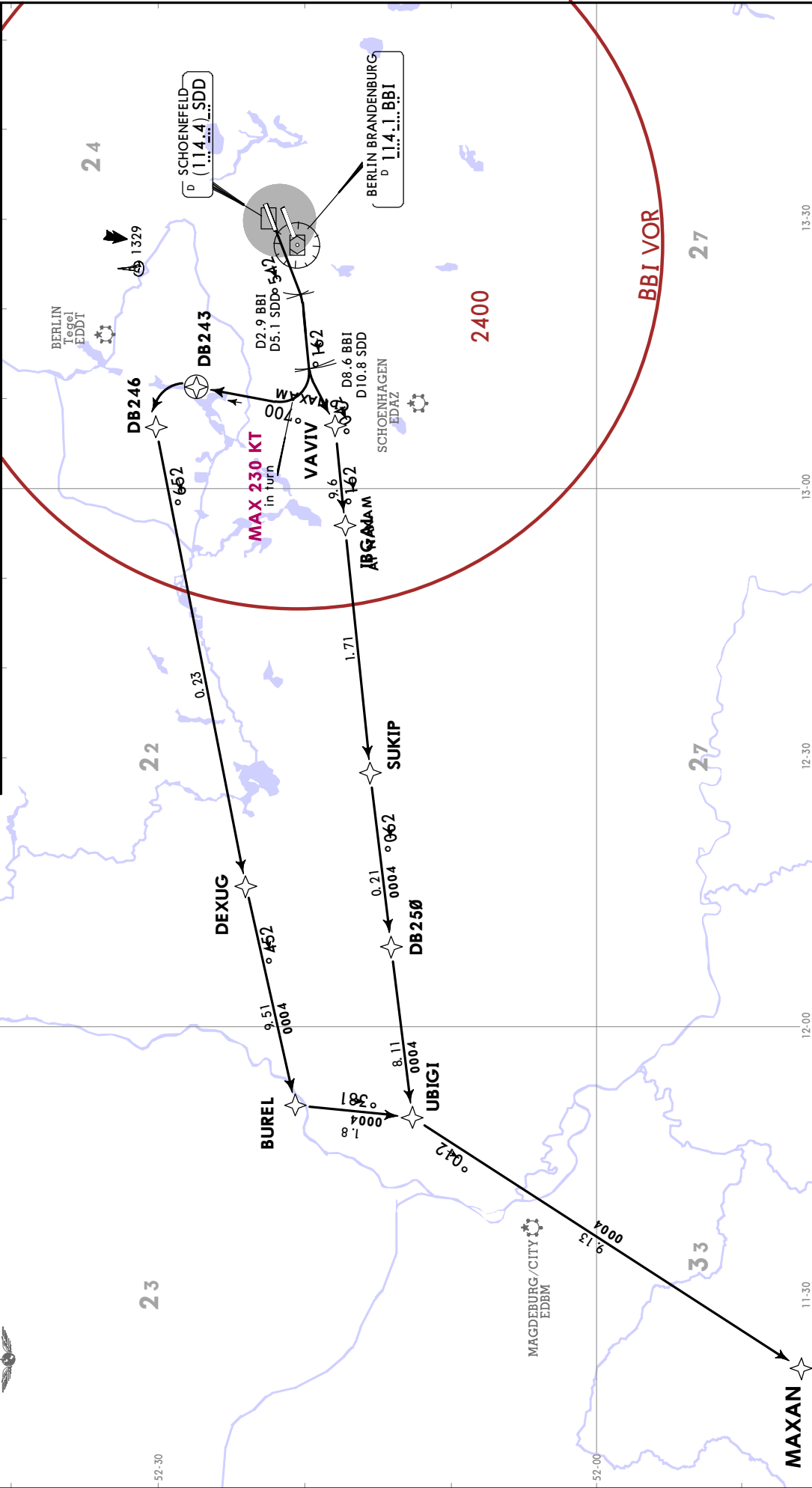
SID

Initial climb clearance 5000	
SID	ROUTING
MAXAN 1A JET ACFT only	Climb straight ahead to D5.1 SDD (D2.9 BBI), turn RIGHT, 261° track to D10.8 SDD (D8.6 BBI) ①, turn LEFT, 240° track to VAVIV, turn RIGHT, 261° track via IBGAL to SUKIP, 260° track via DB250 to UBIGI, turn LEFT, 210° track to MAXAN.
MAXAN 1C PROP/TURBOPROP ACFT only	Climb straight ahead to D5.1 SDD (D2.9 BBI), turn RIGHT, 261° track to D10.8 SDD (D8.6 BBI) ①, turn RIGHT, 007° track to DB243, turn LEFT, 256° track to DEXUG, 254° track to BUREL, turn LEFT, 183° track to UBIGI, turn RIGHT, 210° track to MAXAN.

① After D10.8 SDD (D8.6 BBI) BRNAV equipment necessary.

Trans alt: 5000	
1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.	
2. Contact BREMEN Radar when advised by Tower.	
3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.	
4. Close-in obstacles.	

MAXAN 1A
MAXAN 1C
RWY 25R DEPARTURES
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C



BERLIN BRANDENBURG
GERMANY

ODLUN 1B, 1D: Initial climb clearance 5000
ODLUN 1J, 1K: Initial climb clearance 4000

ROUTING

ODLUN 1B 1
 Climb straight ahead to D3.8 SDD (D6.3 BBI), turn LEFT, 021° track to DB065, turn LEFT, 299° track to BIKPO, turn LEFT, 239° track via KUBUM to SUKIP, turn RIGHT, 260° track to DB250, turn LEFT, 203° track to ODLUN.

ODLUN 1D 1
 Climb straight ahead to D3.8 SDD (D6.3 BBI), turn LEFT, 021° track to DB065, turn LEFT, 299° track to BIKPO, turn LEFT, 239° track to KUBUM, turn RIGHT, 258° track to DEXUG, 254° track to BUREL, turn LEFT, 183° track via UBIGI to MAG, turn LEFT, 166° track to ODLUN.

ODLUN 1J
 Climb straight ahead to D10.6 SDD (D13.0 BBI) ②, turn LEFT, to DB067, 299° track to BIKPO, turn LEFT, 239° track to KUBUM, turn RIGHT, 258° track to DEXUG, 254° track to BUREL, turn LEFT, 183° track via UBIGI to MAG, turn LEFT, 166° track to ODLUN.

ODLUN 1K
 Climb straight ahead to D10.6 SDD (D13.0 BBI) ②, turn LEFT, to DB067, 299° track to BIKPO, turn LEFT, 239° track via KUBUM to SUKIP, turn RIGHT, 260° track to ODLUN.

Trans alt: 5000
 1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.
 2. Contact BREMEN Radar when advised by Tower.
 3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
 4. Close-in obstacles.

ODLUN 1B, ODLUN 1D
ODLUN 1J, ODLUN 1K
RWY 07L DEPARTURES
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C

BREMEN Radar (APP)
 134.430

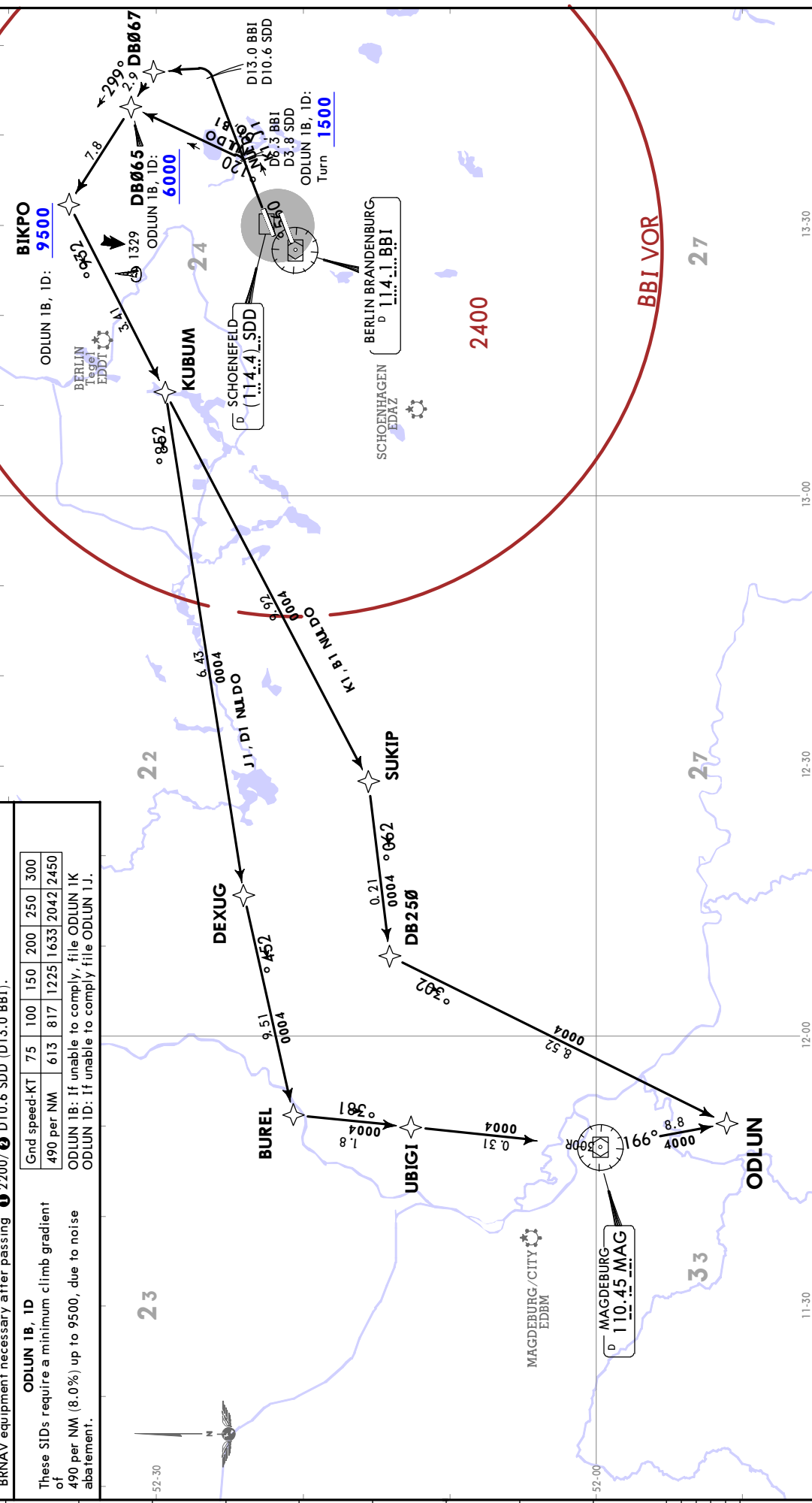
Apt Elev
 156

BRNAV equipment necessary after passing ① 2200/② D10.6 SDD (D13.0 BBI).

ODLUN 1B, 1D
 These SIDs require a minimum climb gradient of 490 per NM (8.0%) up to 9500, due to noise abatement.

Grnd speed-KT	75	100	150	200	250	300
490 per NM	613	817	1225	1633	2042	2450

ODLUN 1B: If unable to comply, file ODLUN 1K
 ODLUN 1D: If unable to comply file ODLUN 1J.



EDDB/BER
BERLIN BRANDENBURG



30 OCT 20 (20-3N2) Eff 4 Nov

BERLIN BRANDENBURG
GERMANY

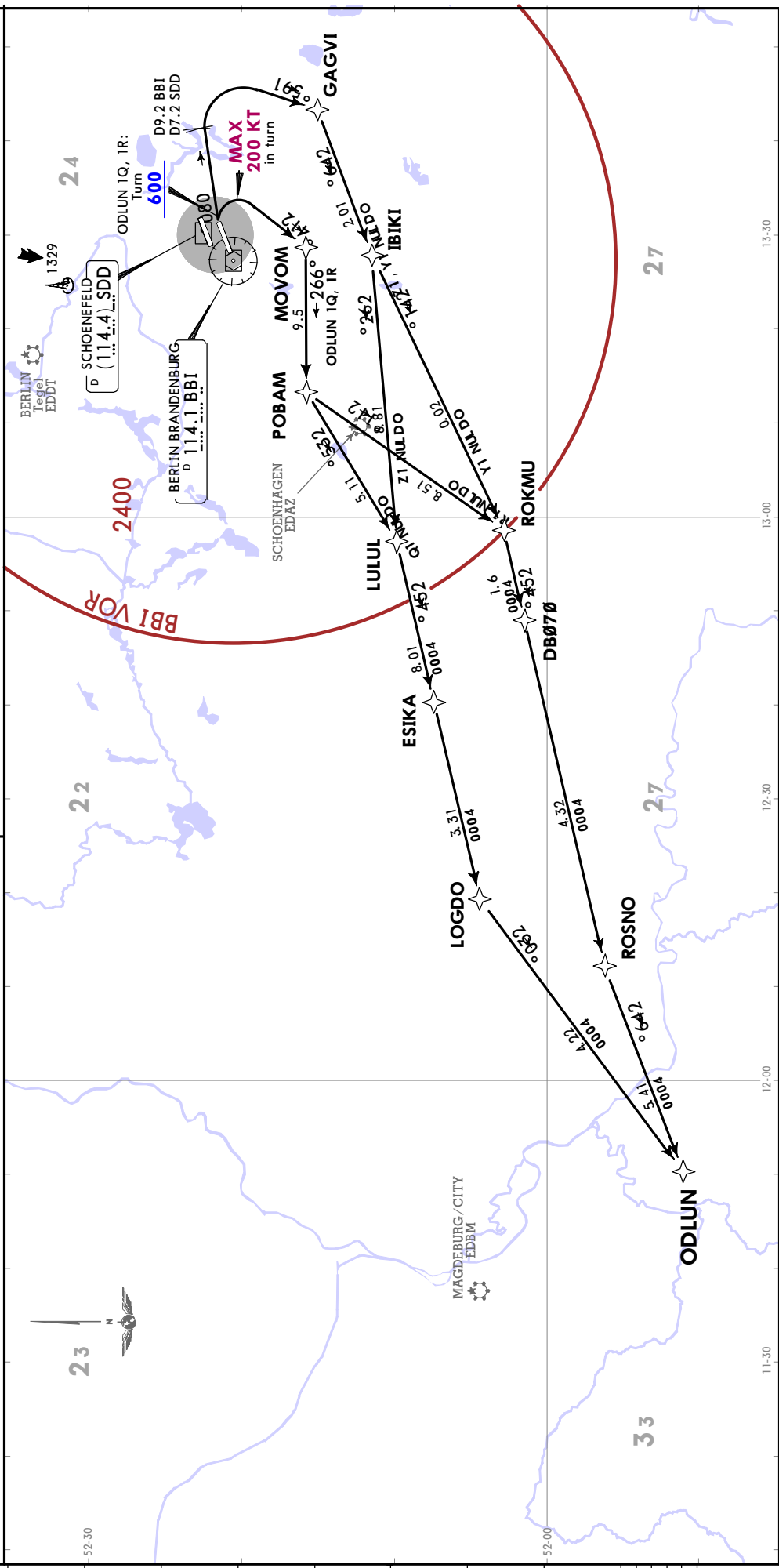
SID

BREMEN Radar (APP) 120.630		Apt Elev 156	Trans alt: 5000
1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised. 2. Contact BREMEN Radar when advised by Tower. 3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 4. Close-in obstacles.			

ODLUN 1Q, IR: Initial climb clearance FL80	
ODLUN 1Y, 1Z: Initial climb clearance 4000	
ROUTING	
ODLUN 1Q JET ACFT only REFL MINM FL120	Climb to 600, turn RIGHT, 214° track to MOVOM, turn RIGHT, 266° track to POBAM, turn LEFT, 235° track to LULUL, turn RIGHT, 254° track via ESIKA to LOGDO, turn LEFT, 230° track to ODLUN.
ODLUN IR PROP/TURBOPROP ACFT only REFL MINM FL120	Climb to 600, turn RIGHT, 214° track to MOVOM, turn RIGHT, 266° track to POBAM, turn LEFT, 211° track to ROKMU, turn RIGHT, 254° track via DBØ7Ø to ROSNO, turn LEFT, 246° track to ODLUN.
ODLUN 1Y PROP/TURBOPROP	On 080° track to D7.2 SDD (D9.2 BBI), turn RIGHT, 195° track to GAGVI, turn RIGHT, 246° track to IBIKI, 241° track to ROKMU, turn RIGHT, 254° track via DBØ7Ø to ROSNO, turn LEFT, 246° track to ODLUN.
ODLUN 1Z JET ACFT only	On 080° track to D7.2 SDD (D9.2 BBI), turn RIGHT, 195° track to GAGVI, turn RIGHT, 246° track to IBIKI, turn RIGHT, 262° track to LULUL, turn LEFT, 254° track via ESIKA to LOGDO, turn LEFT, 230° track to ODLUN.

ODLUN 1Q, ODLUN 1R
ODLUN 1Y, ODLUN 1Z
RWY 07R DEPARTURES
BRNAV EQUIPMENT NECESSARY AFTER PASSING 2200
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C

ODLUN 1Q, IR	
These SIDs require a minimum climb gradient of 610 per NM (10.0%) up to FL100, due airspace structure.	
Gnd speed-KT	75 100 150 200 250 300
610 per NM	763 1017 1525 2033 2542 3050
ODLUN 1Q: If unable to comply, file ODLUN 1Z.	
ODLUN IR: If unable to comply file ODLUN 1Y.	

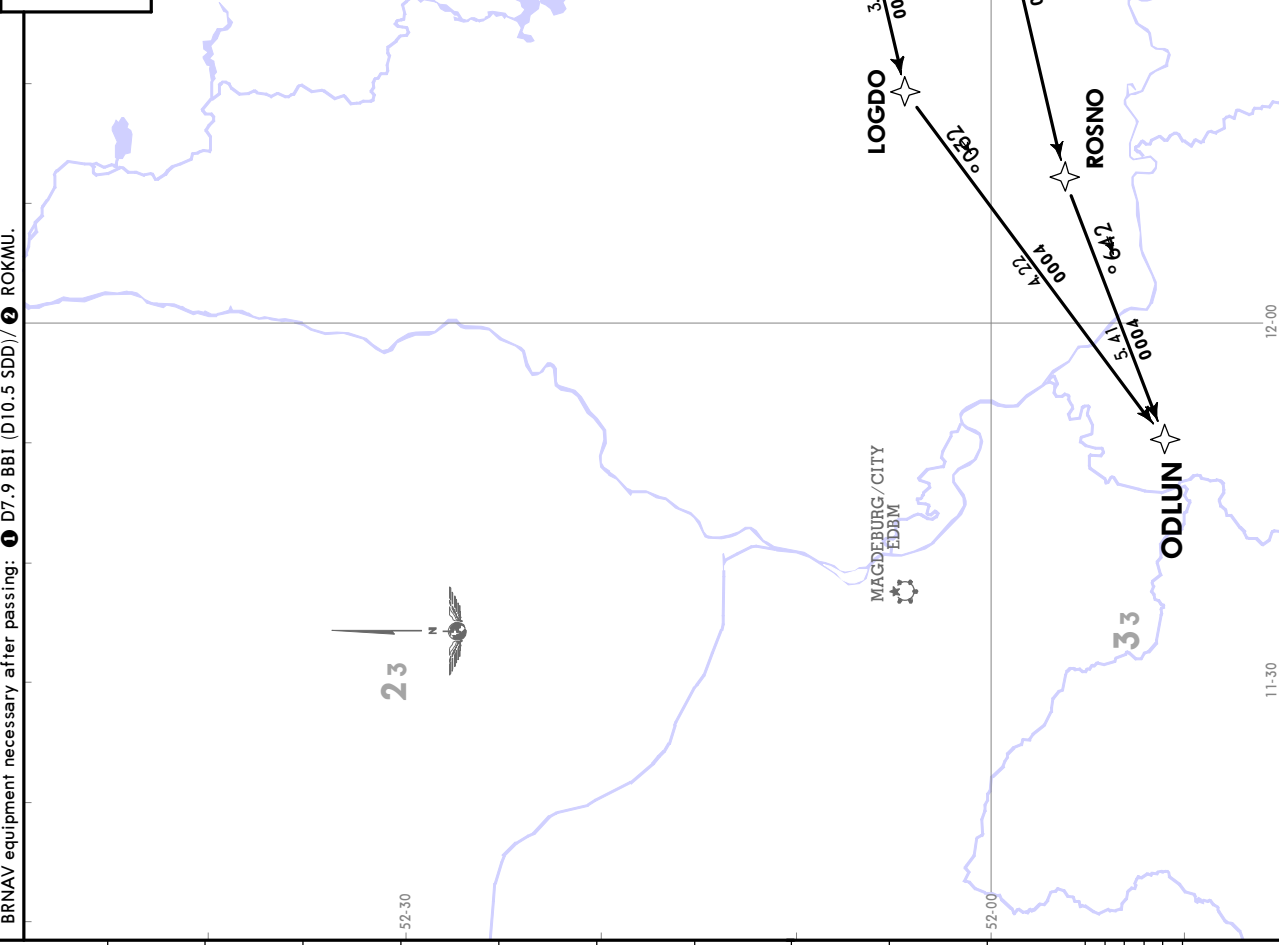


Initial climb clearance 5000	
SID	ROUTING
ODLUN IN	Climb on 230° track, intercept BBI R225 to D7.9 BBI (D10.5 SDD) ①, turn RIGHT, 244° to LULUL, turn RIGHT, 254° track via ESIKA to LOGDO, turn LEFT, 230° track to ODLUN.
ODLUN IP	Climb on runway track to 600, turn LEFT, intercept BBI R221 to ROKMU ②, turn RIGHT, 254° track via DB070 to ROSNO, turn LEFT, 246° track to ODLUN.
PROP/TURBOPROP ACFT only	
BRNAV equipment necessary after passing: ① D7.9 BBI (D10.5 SDD)/② ROKMU.	

Trans alt: 5000

1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.
2. Contact BREMEN Radar when advised by Tower.
3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
4. Close-in obstacles.

ODLUN IN, ODLUN IP
RWY 25L DEPARTURES
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C



EDDB/BER
BERLIN BRANDENBURG

JEPPESEN
Eff 4 Nov

30 OCT 20 (20-3N4)

SID

BERLIN BRANDENBURG
GERMANY

Initial climb clearance 5000	
SID	ROUTING
ODLUN 1A JET ACFT only	Climb straight ahead to D5.1 SDD (D2.9 BBI), turn RIGHT, 261° track to D10.8 SDD (D8.6 BBI), turn LEFT, 240° track to VAVIV, turn RIGHT, 261° track via IBGAL to SUKIP, 260° track to DB250, turn LEFT, 203° track to ODLUN.
ODLUN 1C PROP/TURBOPROP ACFT only	Climb straight ahead to D5.1 SDD (D2.9 BBI), turn RIGHT, 261° track to D10.8 SDD (D8.6 BBI), turn RIGHT, 007° track to DB243, turn LEFT, 256° track to DEXUG, 254° track to BUREL, turn LEFT, 183° track via UBIGI to MAG, turn LEFT, 166° track to ODLUN.

Trans alt: 5000

1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.

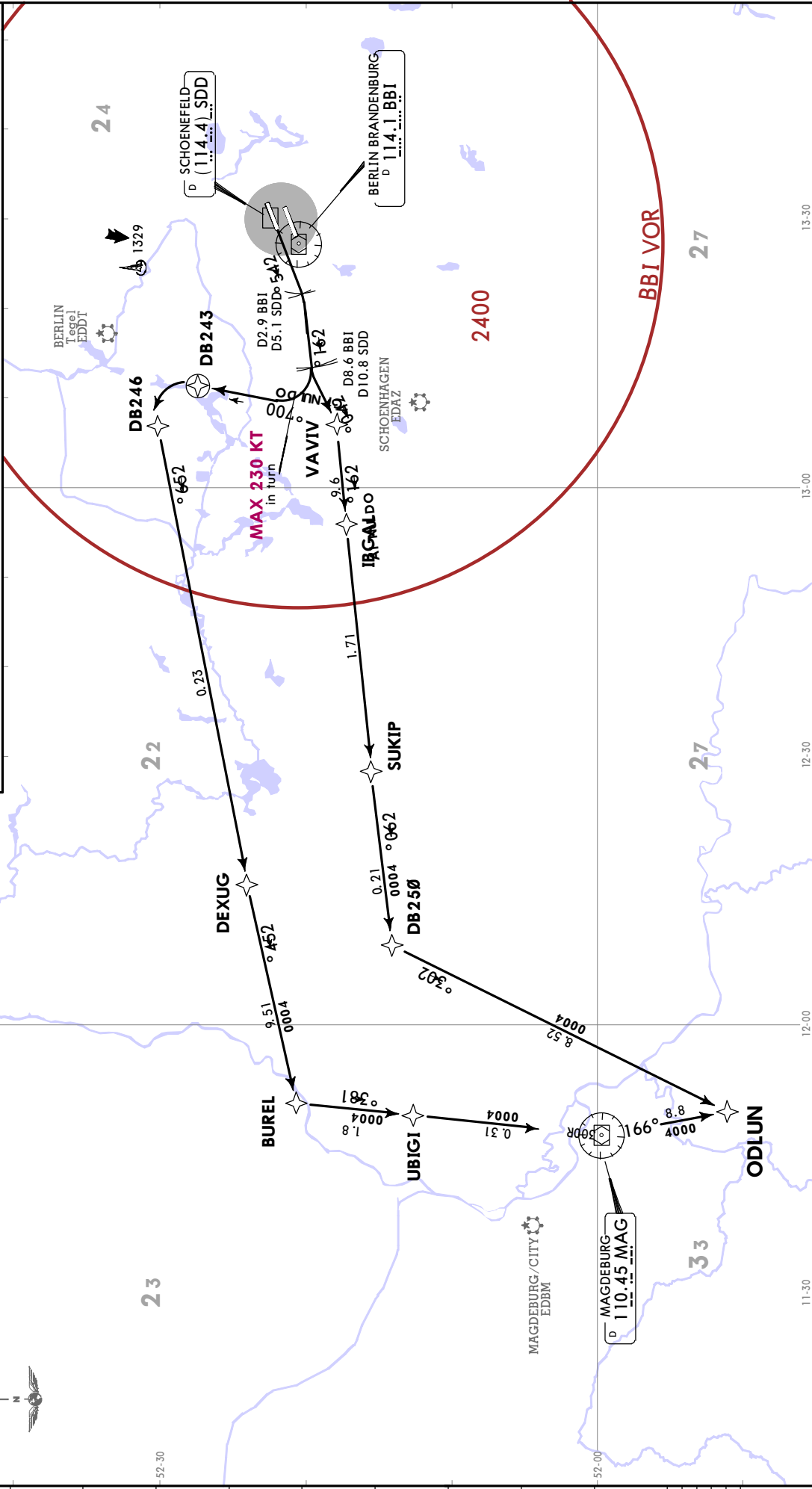
2. Contact BREMEN Radar when advised by Tower.

3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.

4. Close-in obstacles.

ODLUN 1A
ODLUN 1C

RWY 25R DEPARTURES
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C



POVEL 1B, 1D: Initial climb clearance 5000
POVEL 1J, 1K: Initial climb clearance 4000
ROUTING
POVEL 1B ① JET ACFT only Climb straight ahead to D3.8 SDD (D6.3 BBI), turn LEFT, 021° track to DB065, turn LEFT, 299° track to BIKPO, turn LEFT, 239° track via KUBUM to SUKIP, turn RIGHT, 260° track via DB250 to UBIG1, 259° track to POVEL.
POVEL 1D ① PROP/TURBOPROP ACFT only Climb straight ahead to D3.8 SDD (D6.3 BBI), turn LEFT, 021° track to DB065, turn LEFT, 299° track to BIKPO, turn LEFT, 239° track to KUBUM, turn RIGHT, 258° track to DEXUG, 254° track to BUREL, turn LEFT, 248° track to POVEL.
POVEL 1J PROP/TURBOPROP ACFT only Climb straight ahead to D10.6 SDD (D13.0 BBI) ②, turn LEFT, to DB067, 299° track to BIKPO, turn LEFT, 239° track to KUBUM, turn RIGHT, 258° track to DEXUG, 254° track to BUREL, turn LEFT, 248° track to POVEL.
POVEL 1K JET ACFT only Climb straight ahead to D10.6 SDD (D13.0 BBI) ②, turn LEFT, to DB067, 299° track to BIKPO, turn LEFT, 239° track via KUBUM to SUKIP, turn RIGHT, 260° track via DB250 to UBIG1, 259° track to POVEL.

BRNAV equipment necessary after passing ① 2200/② D10.6 SDD (D13.0 BBI).

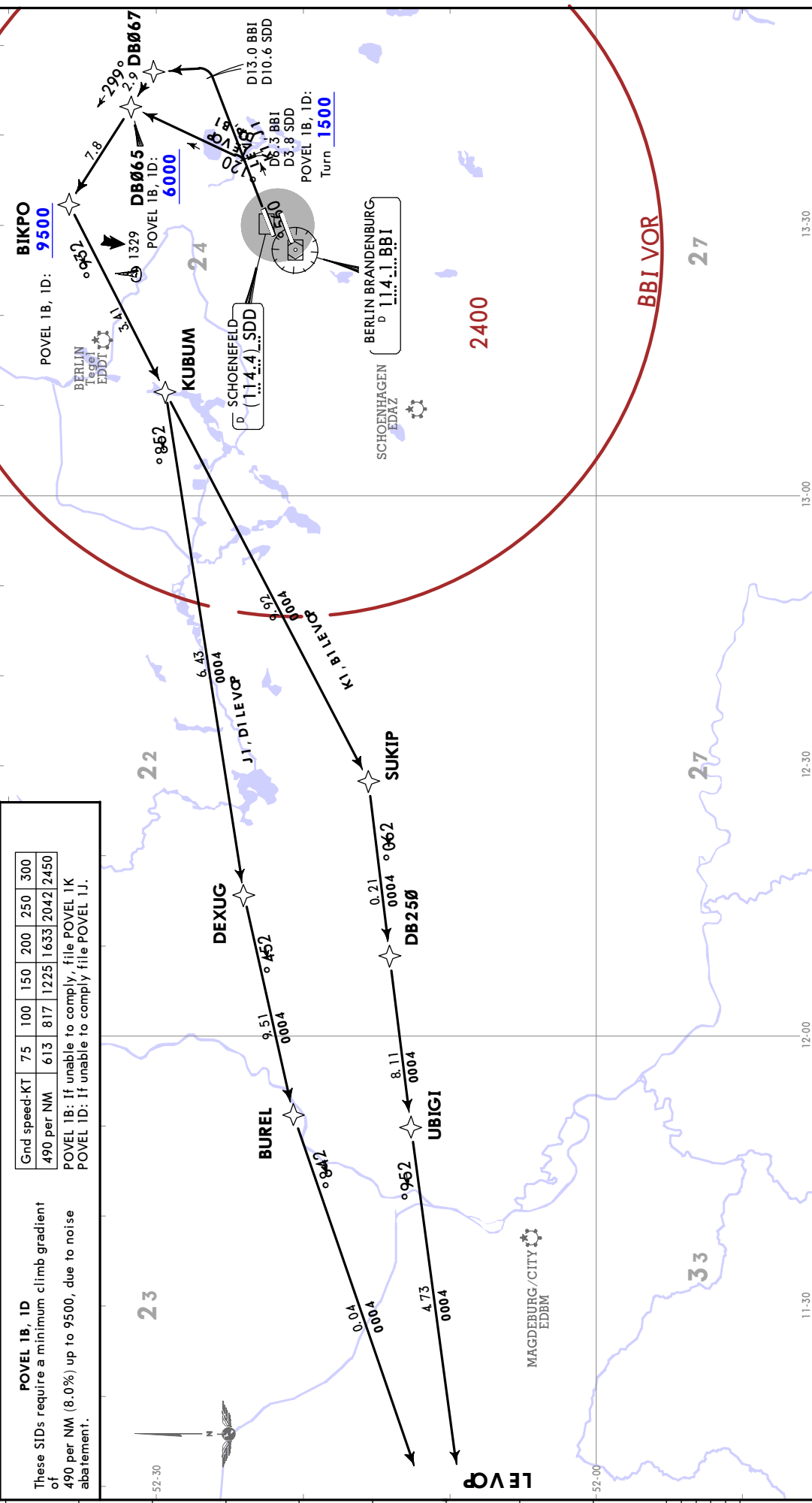
POVEL 1B, 1D	Gnd speed-KT	75	100	150	200	250	300
These SIDs require a minimum climb gradient of 490 per NM (8.0%) up to 9500, due to noise abatement.	490 per NM	613	817	1225	1633	2042	2450

POVEL 1B: If unable to comply, file POVEL 1K
POVEL 1D: If unable to comply file POVEL 1J.

Trans alt: 5000	BREMEN Radar (APP) 134.430	Apt Elev 156
-----------------	--------------------------------------	------------------------

1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.
2. Contact BREMEN Radar when advised by Tower.
3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
4. Close-in obstacles.

POVEL 1B, POVEL 1D
POVEL 1J, POVEL 1K
RWY 07L DEPARTURES
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C



EDDB/BER
BERLIN BRANDENBURG



30 OCT 20 (20-3IN6) EFF 4 Nov

BERLIN BRANDENBURG
GERMANY

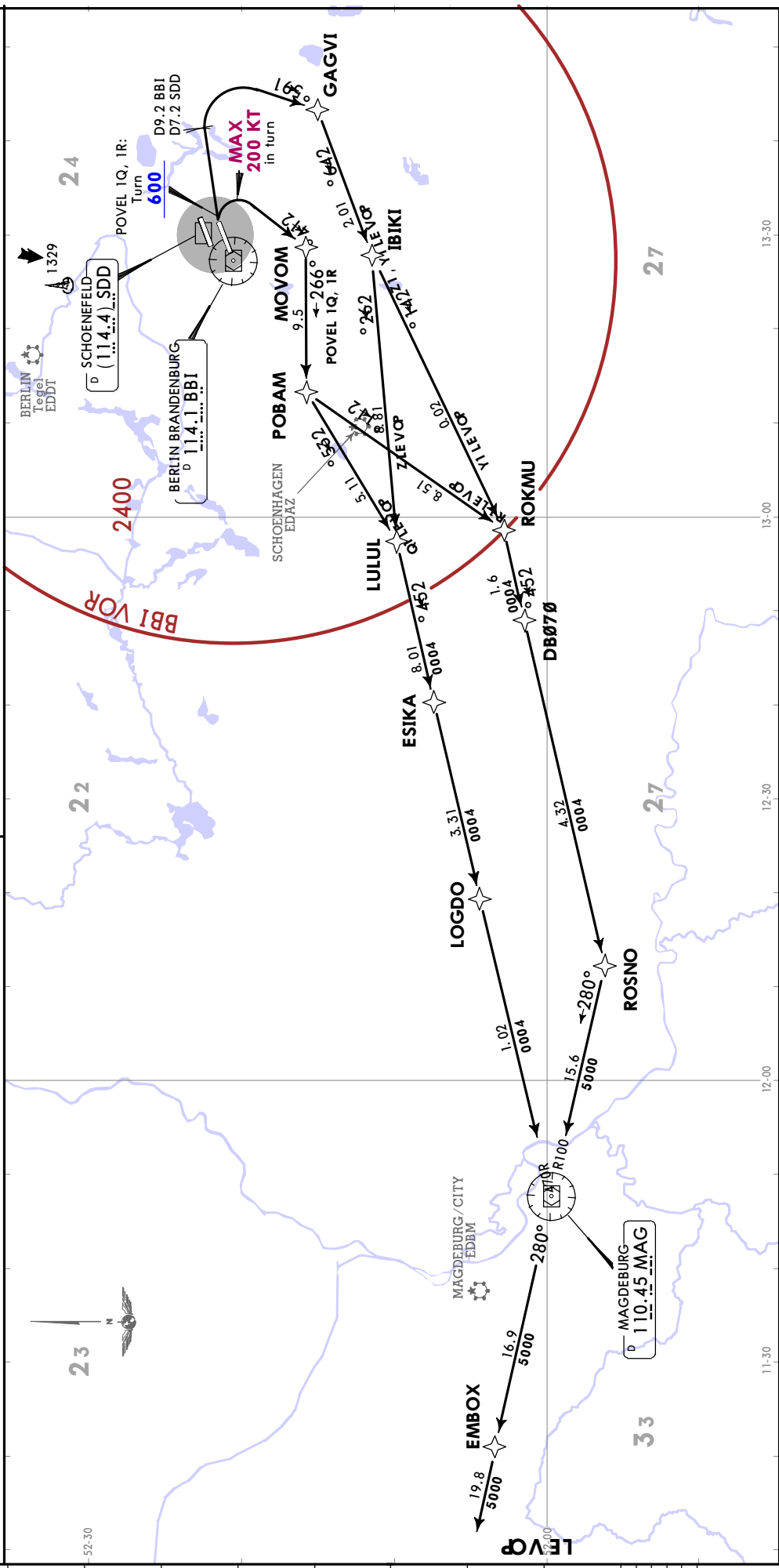
SID

BREMEN Radar (APP) 120.630	Apt Elev 156	Trans alt: 5000 1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised. 2. Contact BREMEN Radar when advised by Tower. 3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 4. Close-in obstacles.
--------------------------------------	------------------------	---

POVEL 1Q, IR: Initial climb clearance FL80 POVEL 1Y, 1Z: Initial climb clearance 4000	ROUTING
POVEL 1Q JET ACFT only REFL MINM FL120	Climb to 600, turn RIGHT, 214° track to MOVOM, turn RIGHT, 266° track to POBAM, turn LEFT, 235° track to LULUL, turn RIGHT, 254° track via ESIKA and LOGDO to MAG, turn RIGHT, 280° track via EMBOX to POVEL.
POVEL 1R PROP/TURBOPROP ACFT only REFL MINM FL120	Climb to 600, turn RIGHT, 214° track to MOVOM, turn RIGHT, 266° track to POBAM, turn LEFT, 211° track to ROKMU, turn RIGHT, 254° track via DBØ7Ø to ROSNO, turn RIGHT, 280° track via MAG and EMBOX to POVEL.
POVEL 1Y PROP/TURBOPROP ACFT only	On 080° track to D7.2 SDD (D9.2 BBI), turn RIGHT, 195° track to GAGVI, turn RIGHT, 246° track to IBIKI, 241° track to ROKMU, turn RIGHT, 254° track via DBØ7Ø to ROSNO, turn RIGHT, 280° track via MAG and EMBOX to POVEL.
POVEL 1Z JET ACFT only	On 080° track to D7.2 SDD (D9.2 BBI), turn RIGHT, 195° track to GAGVI, turn RIGHT, 246° track to IBIKI, turn RIGHT, 262° track to LULUL, turn LEFT, 254° track via ESIKA and LOGDO to MAG, turn RIGHT, 280° track via EMBOX to POVEL.

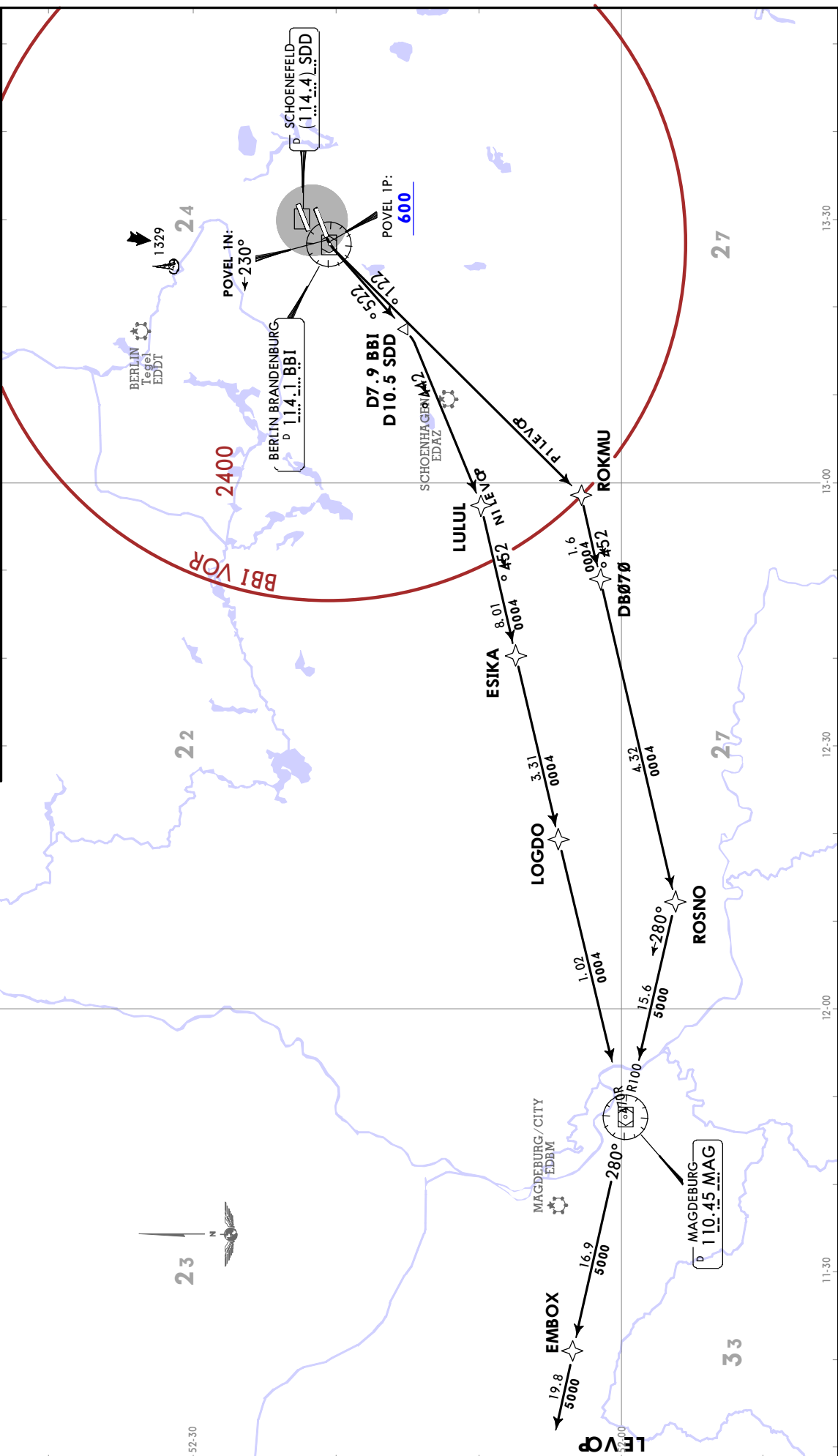
POVEL 1Q, POVEL 1R
POVEL 1Y, POVEL 1Z
RWY 07R DEPARTURES
BRNAV EQUIPMENT NECESSARY AFTER PASSING 2200
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C

POVEL 1Q, 1R	Gnd speed-KT	75	100	150	200	250	300
These SIDs require a minimum climb gradient of 610 per NM (10.0%) up to FL100, due airspace structure.	610 per NM	763	1017	1525	2033	2542	3050
	POVEL 1Q: If unable to comply, file POVEL 1Z.						
	POVEL 1R: If unable to comply file POVEL 1Y.						



Initial climb clearance 5000	
SID	ROUTING
POVEL IN JET ACFT only	Climb on 230° track, intercept BBI R225 to D7.9 BBI (D10.5 SDD) ①, turn RIGHT, 244° to LULUL, turn RIGHT, 254° track via ESIKA and LOGDO to MAG, turn RIGHT, 280° track via EMBOX to POVEL.
POVEL IP PROP/TURBOPROP ACFT only	Climb on runway track to 600, turn LEFT, intercept BBI R221 to ROKMU ②, turn RIGHT, 254° track via DBØ7Ø to ROSNO, turn RIGHT, 280° track via MAG and EMBOX to POVEL.
BRNAV equipment necessary after passing: ① D7.9 BBI (D10.5 SDD)/② ROKMU.	

POVEL IN, POVEL IP
RWY 25L DEPARTURES
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C



EDDB/BER
BERLIN BRANDENBURG

JEPPESEN
30 OCT 20 (20-3N8) Eff 4 Nov

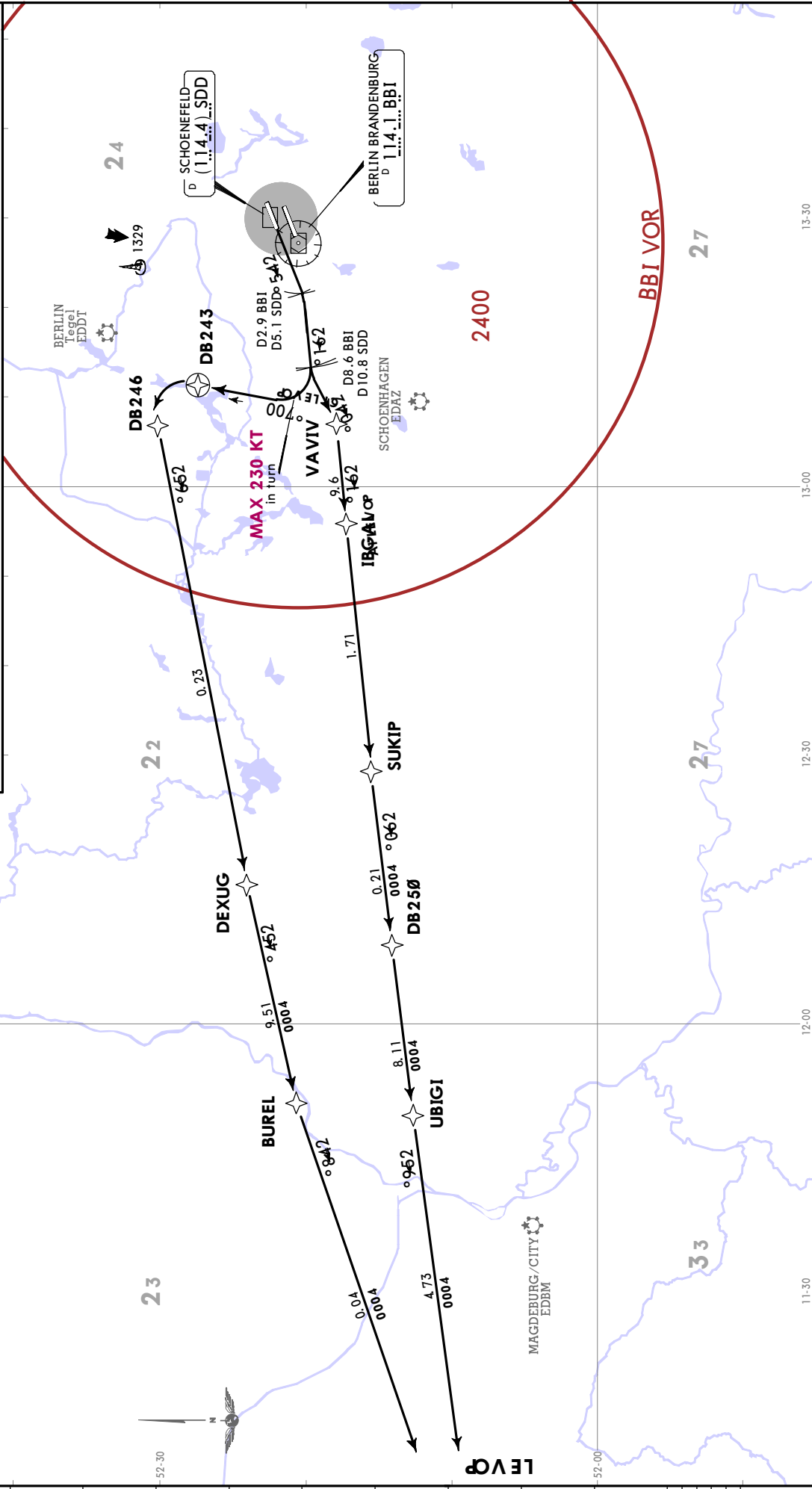
SJD

Initial climb clearance 5000	
SID	ROUTING
POVEL 1A JET ACFT only	Climb straight ahead to D5.1 SDD (D2.9 BBI), turn RIGHT, 261° track to D10.8 SDD (D8.6 BBI), turn LEFT, 240° track to VAVIV, turn RIGHT, 261° track via IBGAL to SUKIP, 260° track via DB250 to UBIGI, 259° track to POVEL.
POVEL 1C PROP/TURBOPROP ACFT only	Climb straight ahead to D5.1 SDD (D2.9 BBI), turn RIGHT, 261° track to D10.8 SDD (D8.6 BBI), turn RIGHT, 007° track to DB243, turn LEFT, 256° track to DEXUG, 254° track to BUREL, turn LEFT, 248° track to POVEL.

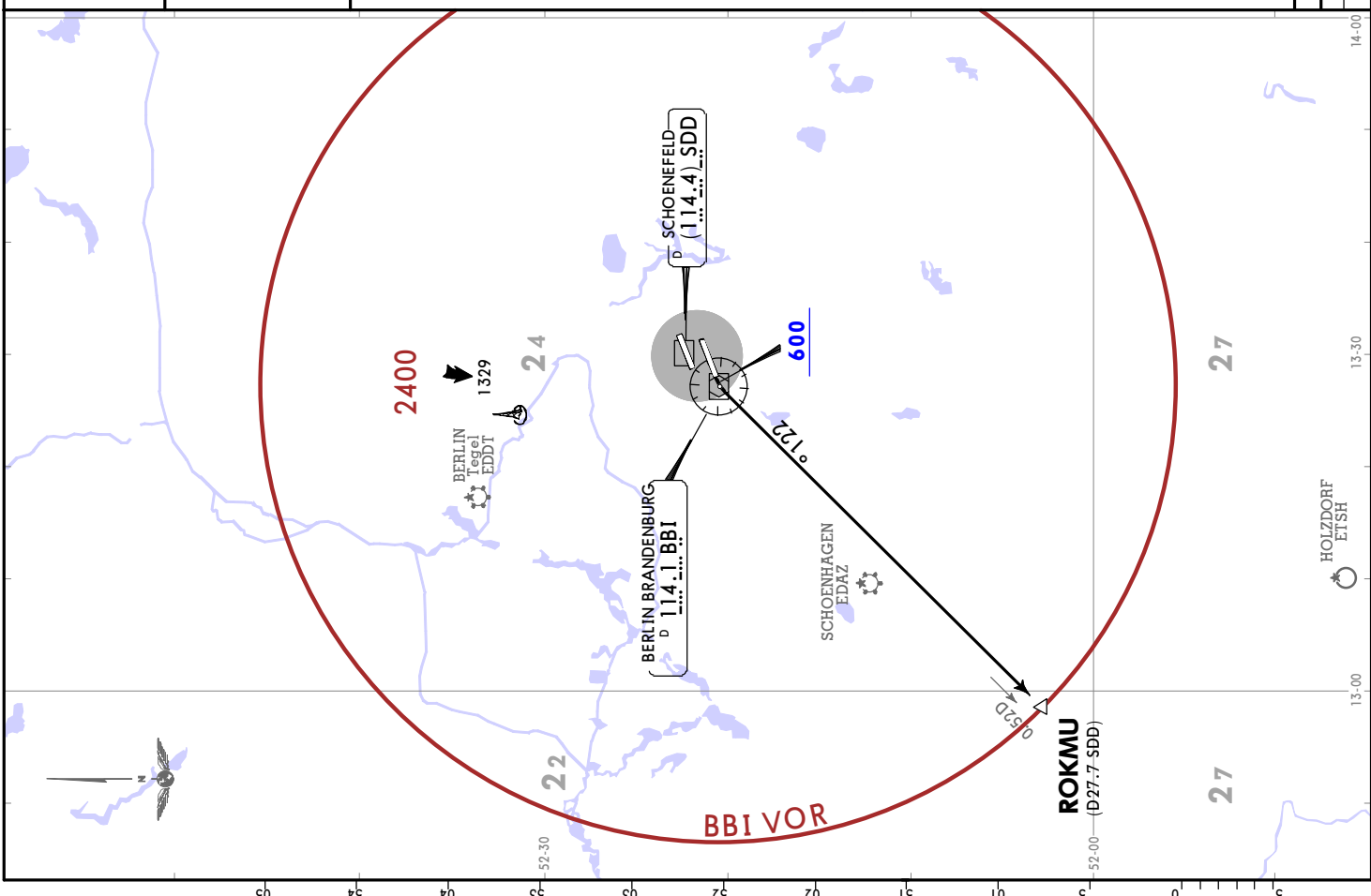
Trans alt: 5000

1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.
2. Contact BREMEN Radar when advised by Tower.
3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
4. Close-in obstacles.

POVEL 1A
POVEL 1C
RWY 25R DEPARTURES
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C



After D10.8 SDD (D8.6 BBI) BRNAV equipment necessary.



Trans alt: 5000

Apt Elev
156

BREMEN Radar (APP)
120.630

1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.
2. Contact BREMEN Radar when advised by Tower.
3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
4. Close-in obstacles.

ROKMU 1P [ROKM1P]
RWY 25L DEPARTURE
ONLY FOR NON BRNAV EQUIPPED ACFT
ONLY AVAILABLE IF VORDME BBI OR VOR BBI/DME SDD ARE OPERATIONAL
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C

Initial climb clearance 4000

ROUTING
Climb on runway track to 600, turn LEFT, intercept BBI R221 to ROKMU.

14-00
13-30
13-00

HOLZDORF
ETSH

27
27
27

52-30
52-00

05
04
03
02
01
00
01
02
03
04
05

EDDB/BER
BERLIN BRANDENBURG

BERLIN BRANDENBURG
GERMANY



30 OCT 20 20-3Q Eff 4 Nov

SID

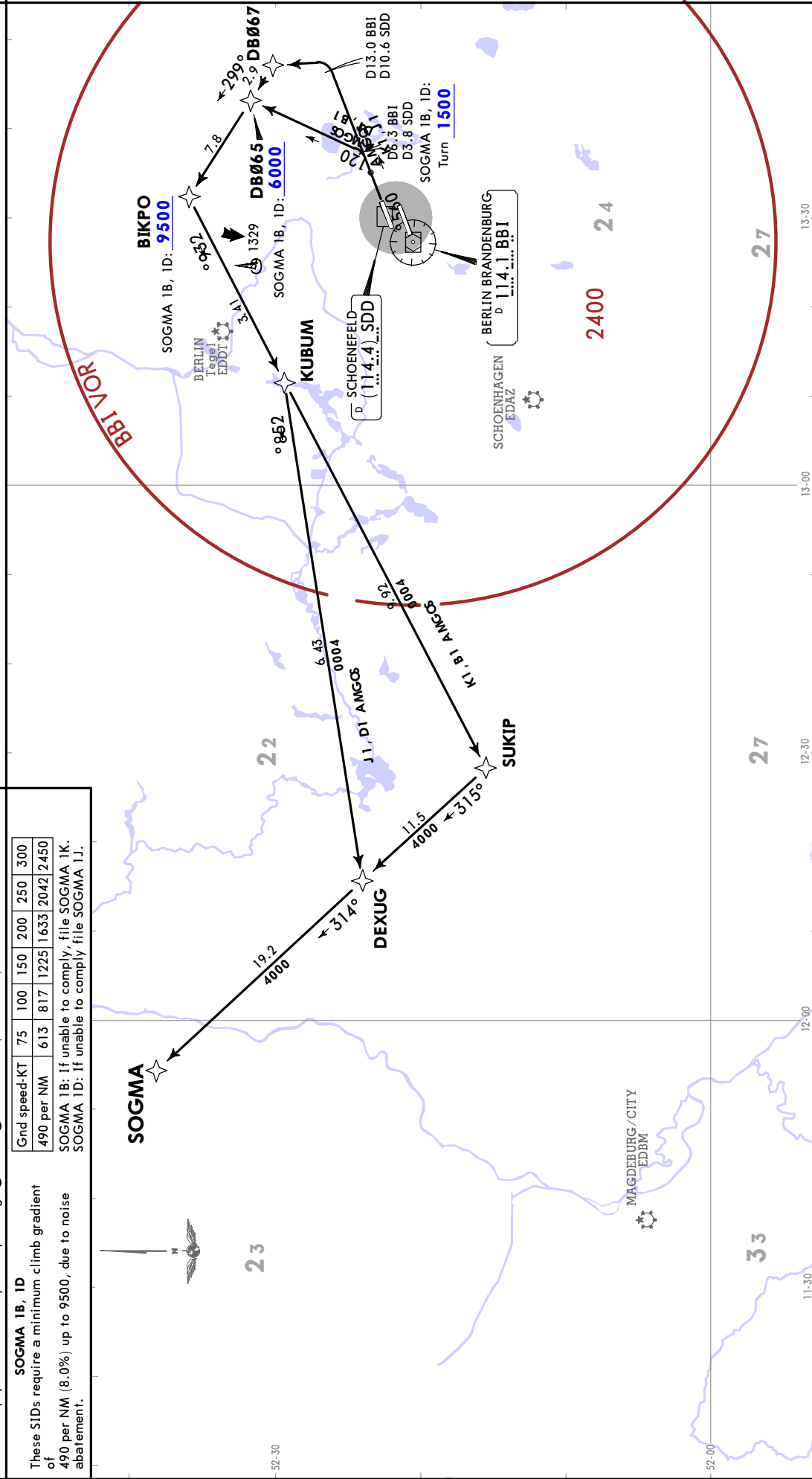
SOGMA 1B, 1D: Initial climb clearance 5000							
SOGMA 1J, 1K: Initial climb clearance 4000							
ROUTING							
SOGMA 1B 1 JET ACFT only	Climb straight ahead to D3.8 SDD (D6.3 BBI), turn LEFT, 021° track to DB065, turn LEFT, 299° track to BIKPO, turn LEFT, 239° track via KUBUM to SUKIP, turn RIGHT, 315° track to DEXUG, 314° track to SOGMA.						
SOGMA 1D 1 PROP/TURBOPROP ACFT only	Climb straight ahead to D3.8 SDD (D6.3 BBI), turn LEFT, 021° track to DB065, turn LEFT, 299° track to BIKPO, turn LEFT, 239° track to KUBUM, turn RIGHT, 258° track to DEXUG, turn RIGHT, 314° track to SOGMA.						
SOGMA 1J PROP/TURBOPROP ACFT only	Climb straight ahead to D10.6 SDD (D13.0 BBI) ②, turn LEFT, to DB067, 299° track to BIKPO, turn LEFT, 239° track to KUBUM, turn RIGHT, 258° track to DEXUG, turn RIGHT, 314° track to SOGMA.						
SOGMA 1K JET ACFT only	Climb straight ahead to D10.6 SDD (D13.0 BBI) ②, turn LEFT, to DB067, 299° track to BIKPO, turn LEFT, 239° track via KUBUM to SUKIP, turn RIGHT, 315° track to DEXUG, 314° track to SOGMA.						
BRNAV equipment necessary after passing ① 2200/② D10.6 SDD (D13.0 BBI).							
<table border="1"> <tr> <td colspan="2">SOGMA 1B, 1D</td> </tr> <tr> <td>Gnd speed-KT</td> <td>75 100 150 200 250 300</td> </tr> <tr> <td>490 per NM</td> <td>613 817 1225 1633 2042 2450</td> </tr> </table> <p>These SIDs require a minimum climb gradient of 490 per NM (8.0%) up to 9500, due to noise abatement.</p> <p>SOGMA 1B: If unable to comply, file SOGMA 1K. SOGMA 1D: If unable to comply file SOGMA 1J.</p>		SOGMA 1B, 1D		Gnd speed-KT	75 100 150 200 250 300	490 per NM	613 817 1225 1633 2042 2450
SOGMA 1B, 1D							
Gnd speed-KT	75 100 150 200 250 300						
490 per NM	613 817 1225 1633 2042 2450						

Trans alt: 5000	BREMEN Radar (APP) 134.430	Apt Elev 156
1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised. 2. Contact BREMEN Radar when advised by Tower. 3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 4. Close-in obstacles.		

SOGMA 1B, SOGMA 1D
SOGMA 1J, SOGMA 1K
RWY 07L DEPARTURES

SPEED: MAX 250 KT BELOW FL100

OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C



SOGMA 1Q, 1R: Initial climb clearance FL80
SOGMA 1Y, 1Z: Initial climb clearance 4000

ROUTING

SOGMA 1Q
 JET ACFT only
 RFL MINM FL120
 Climb to 600, turn RIGHT, 214° track to MOVOM, turn RIGHT, 266° track to POBAM, turn LEFT, 235° track to LULUL, turn RIGHT, 254° track to ESIKA, turn RIGHT, 315° track to SUKIP, 314° track via DEXUG to SOGMA.

SOGMA 1R
 ACFT only
 RFL MINM FL120
 Climb to 600, turn RIGHT, 214° track to MOVOM, turn RIGHT, 266° track to POBAM, turn LEFT, 211° track to ROKMU, turn RIGHT, 254° track to DB070, turn RIGHT, 315° track via ESIKA to SUKIP, 314° track via DEXUG to SOGMA.

SOGMA 1Y
 PROP/TURBOPROP
 RFL MINM FL120
 On 080° track to D7.2 SDD (D9.2 BBI), turn RIGHT, 195° track to GAGVI, turn RIGHT, 246° track to IBIKI, 241° track to ROKMU, turn RIGHT, 254° track to DB070, turn RIGHT, 315° track via ESIKA to SUKIP, 314° track via DEXUG to SOGMA.

SOGMA 1Z
 JET ACFT only
 On 080° track to D7.2 SDD (D9.2 BBI), turn RIGHT, 195° track to GAGVI, turn RIGHT, 246° track to IBIKI, turn RIGHT, 262° track to LULUL, turn LEFT, 254° track to ESIKA, turn RIGHT, 315° track to SUKIP, 314° track via DEXUG to SOGMA.

Trans alt: 5000
 1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.
 2. Contact BREMEN Radar when advised by Tower.
 3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
 4. Close-in obstacles.

Apt Elev 156
 BREMEN Radar (APP) 120.630

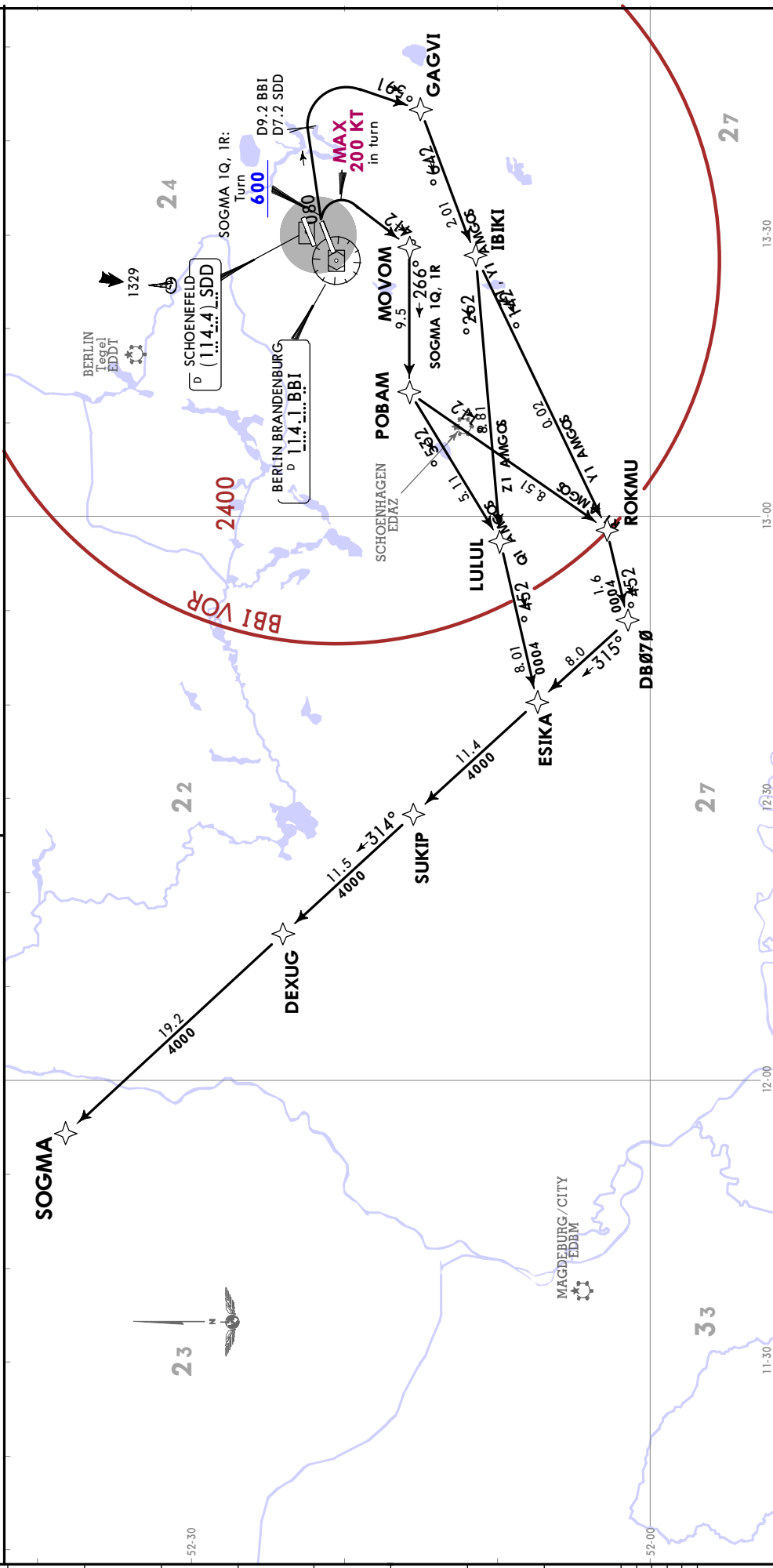
SOGMA 1Q, SOGMA 1R
SOGMA 1Y, SOGMA 1Z
RWY 07R DEPARTURES
BRNAV EQUIPMENT NECESSARY AFTER PASSING 2200
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C

SOGMA 1Q, 1R

These SIDs require a minimum climb gradient of 610 per NM (10.0%) up to FL100, due airspace structure.

Gnd speed-KT	75	100	150	200	250	300
610 per NM	763	1017	1525	2033	2542	3050

SOGMA 1Q: If unable to comply, file SOGMA 1Z.
 SOGMA 1R: If unable to comply file SOGMA 1Y.



EDDB/BER
BERLIN BRANDENBURG



30 OCT 20 (20-3Q2) Eff 4 Nov

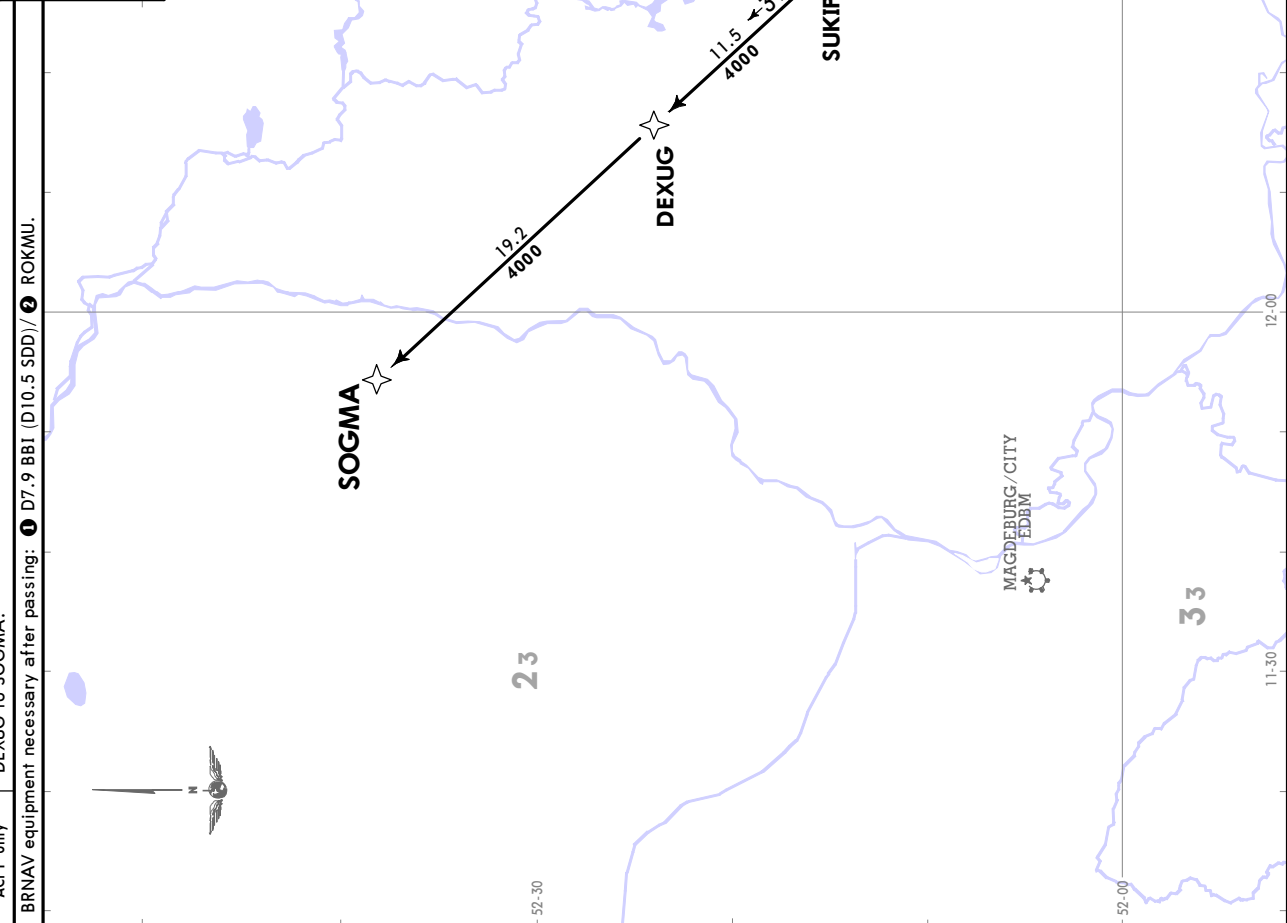
BERLIN BRANDENBURG
GERMANY

SID

Initial climb clearance 5000	
SID	ROUTING
SOGMA 1N JET ACFT only	Climb on 230° track, intercept BBI R225 to D7.9 BBI (D10.5 SDD) ①, turn RIGHT, 244° to LULUL, turn RIGHT, 254° track to ESIKA, turn RIGHT, 315° track to SUKIP, 314° track via DEXUG to SOGMA.
SOGMA 1P PROP/TURBOPROP ACFT only	Climb on runway track to 600, turn LEFT, intercept BBI R221 to ROKMU ②, turn RIGHT, 254° track to DBØ7Ø, turn RIGHT, 315° track via ESIKA to SUKIP, 314° track via DEXUG to SOGMA.
BRNAV equipment necessary after passing: ① D7.9 BBI (D10.5 SDD)/② ROKMU.	

Trans alt: 5000
 1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.
 2. Contact BREMEN Radar when advised by Tower.
 3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
 4. Close-in obstacles.

SOGMA 1N, SOGMA 1P
RWY 25L DEPARTURES
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C



EDDB/BER
BERLIN BRANDENBURG

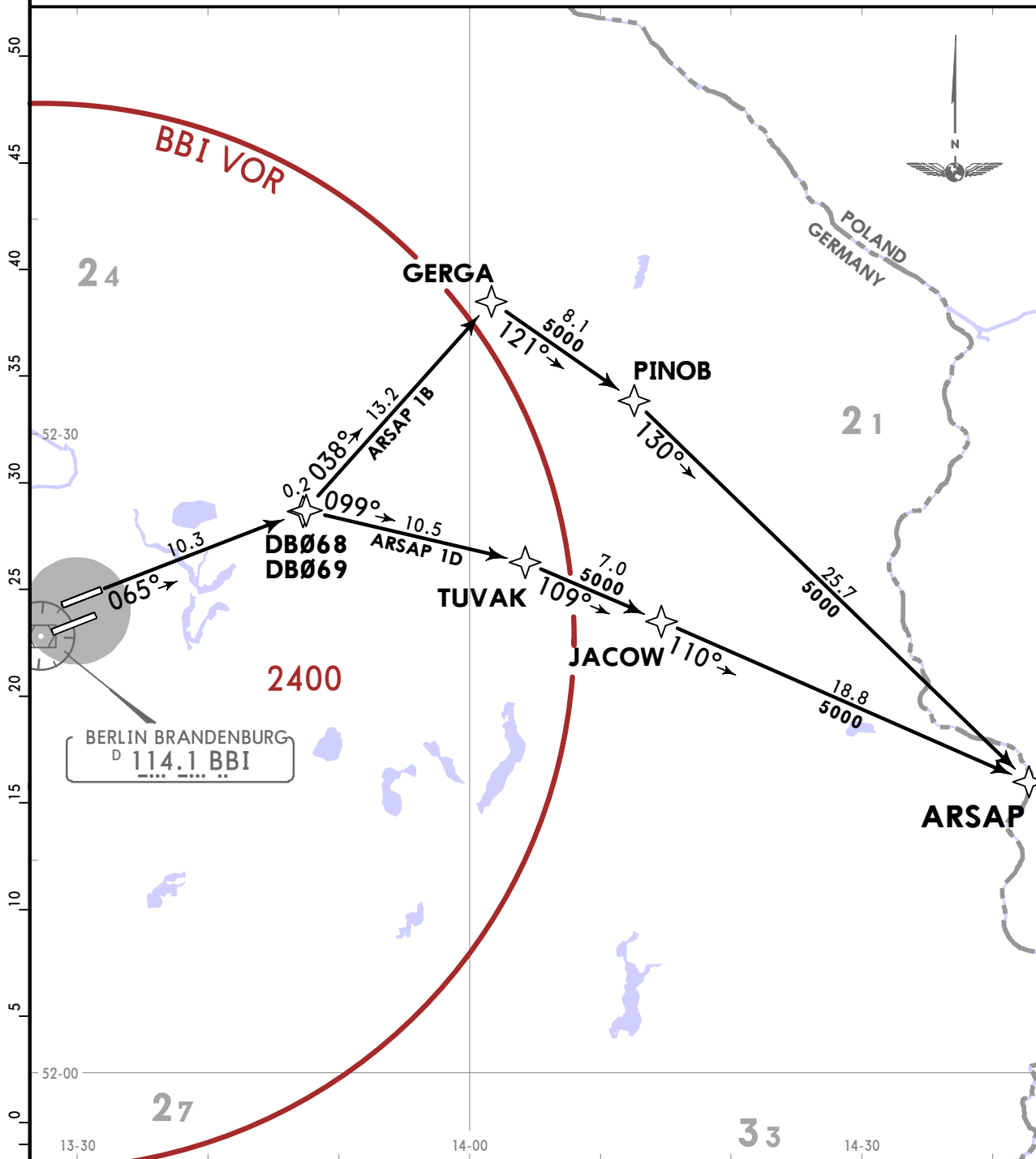
JEPPESEN BERLIN BRANDENBURG, GERMANY

30 OCT 20 **(20-3Q4)** Eff 4 Nov

RNAV SID (OVERLAY)

BREMEN Radar (APP) 134.430	Apt Elev 156	Trans alt: 5000 1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised. 2. Contact BREMEN Radar when advised by Tower. 3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 4. Close-in obstacles.
---	------------------------	---

ARSAP 1B [ARSA1B], ARSAP 1D [ARSA1D]
RWY 07L RNAV DEPARTURES (OVERLAY 20-3B)
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **5000**

SID	ROUTING
ARSAP 1B JET ACFT only	(600+) DB068 - GERGA - PINOB - ARSAP.
ARSAP 1D PROP/TURBOPROP ACFT only	(600+) - DB069 - TUVAK - JACOW - ARSAP.

EDDB/BER
BERLIN BRANDENBURG

JEPPESEN BERLIN BRANDENBURG, GERMANY

30 OCT 20

(20-3Q5)

Eff 4 Nov

RNAV SID (OVERLAY)

BREMEN Radar (APP) 120.630	Apt Elev 156	Trans alt: 5000 1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised. 2. Contact BREMEN Radar when advised by Tower. 3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 4. Close-in obstacles.
---	------------------------	---

ARSAP 1Q [ARSA1Q], ARSAP 1Z [ARSA1Z]
RWY 07R RNAV DEPARTURES (OVERLAY 20-3C)
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C



ARSAP 1Q	
This SID requires a minimum climb gradient of 490 per NM (8.0%) until passing 5000, due to airspace structure.	
Gnd speed-KT	75 100 150 200 250 300
490 per NM	613 817 1225 1633 2042 2450

ARSAP 1Q: Initial climb clearance 5000
ARSAP 1Z: Initial climb clearance 4000

SID	ROUTING
ARSAP 1Q ①	DB060 (K200-; 600+) - DB062 - ARGUX - IDOBA - ARSAP.
ARSAP 1Z By ATC	(600+) - DB059 - IDOBA - ARSAP.

① Noise preferential SID to IDOBA.

EDDB/BER
BERLIN BRANDENBURG

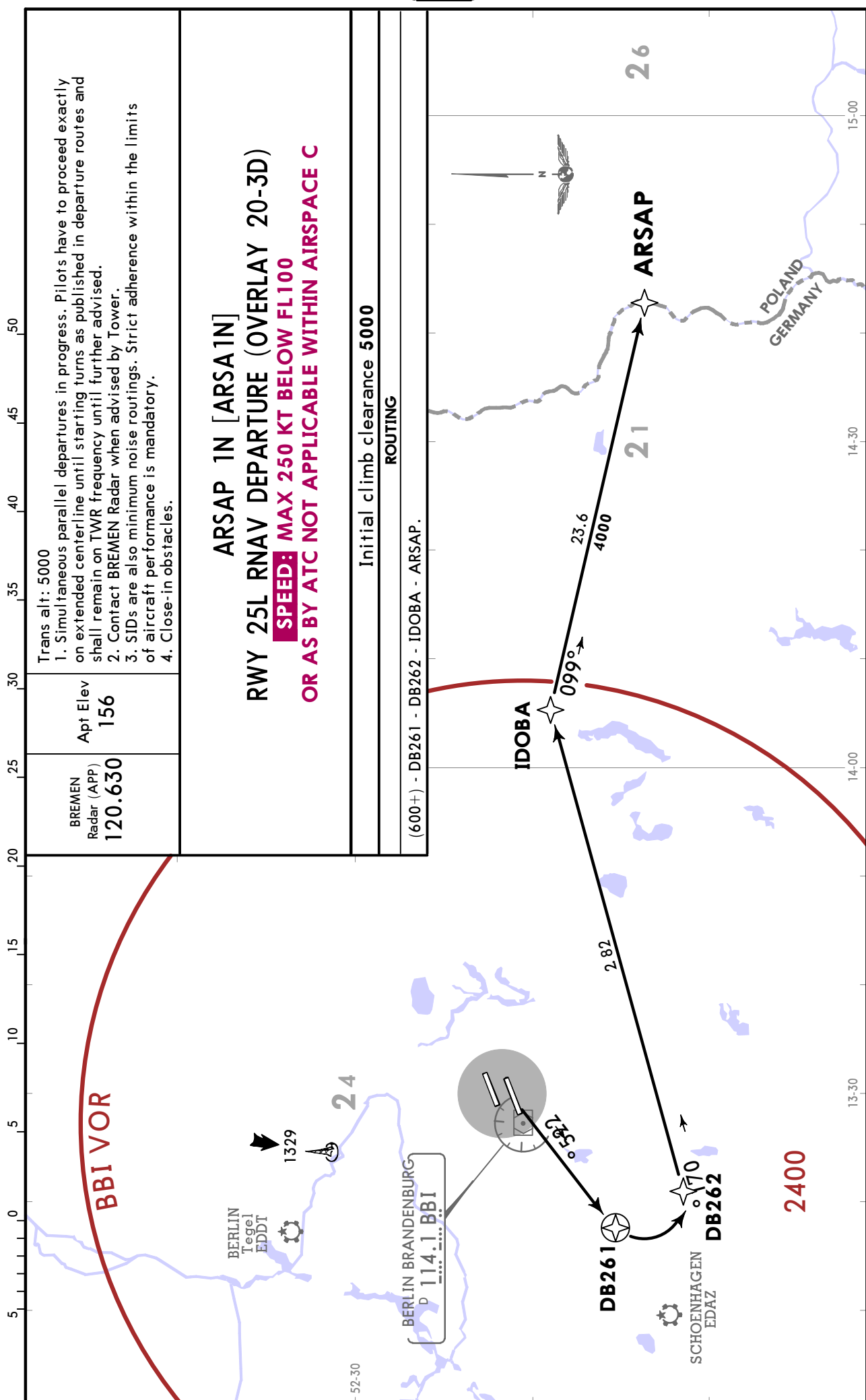
JEPPesen BERLIN BRANDENBURG, GERMANY

30 OCT 20

20-3Q6

Eff 4 Nov

RNAV SID (OVERLAY)



CHANGES: New airport.

© JEPPesen, 2020. ALL RIGHTS RESERVED.

EDDB/BER
BERLIN BRANDENBURG

JEPPesen BERLIN BRANDENBURG, GERMANY

30 OCT 20

20-3Q7

Eff 4 Nov

RNAV SID (OVERLAY)

<p>ARSAP 1A, 1C: Initial climb clearance 5000 ARSAP 1M: Initial climb clearance 4000</p>	
ROUTING	
SID	
ARSAP 1A JET ACFT only	(600+) - DB240 - DB241 (5000+) - DB242 (K230-) - DB243 (9500+) - DB244 - GERGA - PINOB - ARSAP.
ARSAP 1C PROP/TURBOPROP ACFT only	(600+) - DB240 - DB241 - DB242 (K230-) - DB243 - DB245 - TUVAK - JACOW - ARSAP.
ARSAP 1M JET ACFT only	(600+) - DB240 - DB247 - VAVIV - IBGAL - BAKPA - ERDUX - GERGA - PINOB - ARSAP.

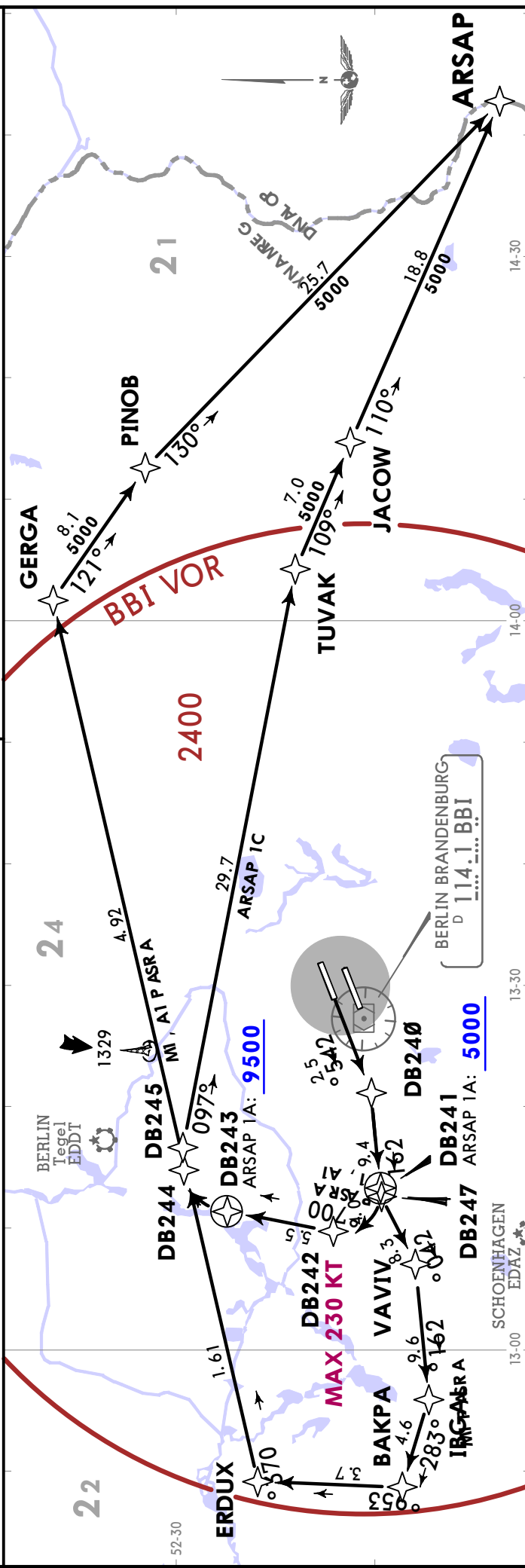
Trans alt: 5000
 1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.
 2. Contact BREMEN Radar when advised by Tower.
 3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
 4. Close-in obstacles.

ARSAP 1A [ARSA1A], ARSAP 1C [ARSA1C]
ARSAP 1M [ARSA1M]
RWY 25R RNAV DEPARTURES (OVERLAY 20-3E)
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C

This SID requires a minimum climb gradient of 490 per NM (8.0%) up to 9500, due to noise abatement.

Grnd speed-KT	75	100	150	200	250	300
490 per NM	613	817	1225	1633	2042	2450

If unable to comply, file ARSAP 1M.



EDDB/BER
BERLIN BRANDENBURG

JEPPESEN BERLIN BRANDENBURG, GERMANY

30 OCT 20

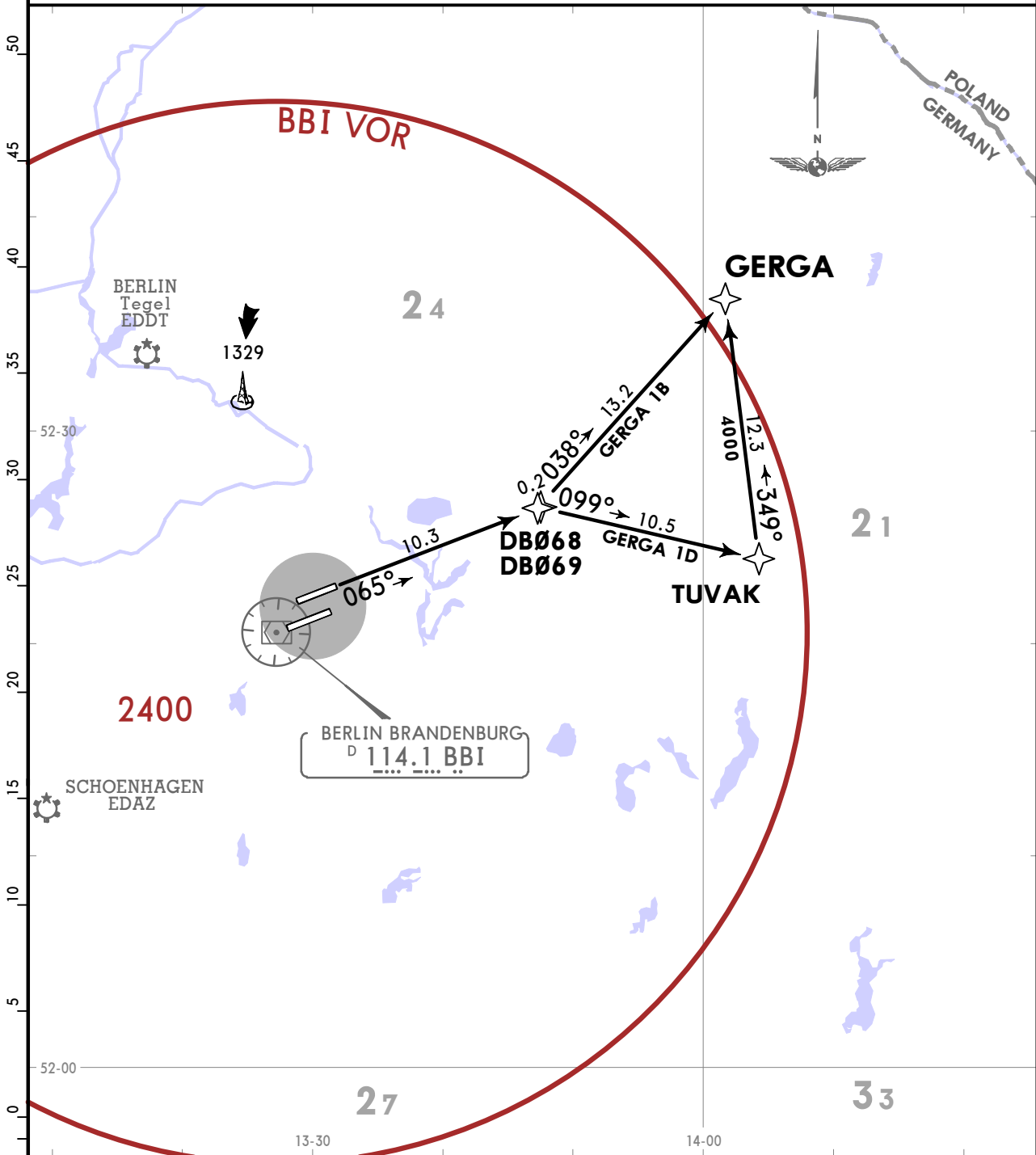
20-3Q8

Eff 4 Nov

RNAV SID (OVERLAY)

BREMEN Radar (APP) 134.430	Apt Elev 156	Trans alt: 5000 1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised. 2. Contact BREMEN Radar when advised by Tower. 3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 4. Close-in obstacles.
---	------------------------	---

GERGA 1B [GERG1B], GERGA 1D [GERG1D]
RWY 07L RNAV DEPARTURES (OVERLAY 20-3F)
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **5000**

SID	ROUTING
GERGA 1B JET ACFT only	(600+) - DB068 - GERGA.
GERGA 1D PROP/TURBOPROP ACFT only	(600+) - DB069 - TUVAK - GERGA.

EDDB/BER
BERLIN BRANDENBURG

JEPPESEN BERLIN BRANDENBURG, GERMANY

30 OCT 20

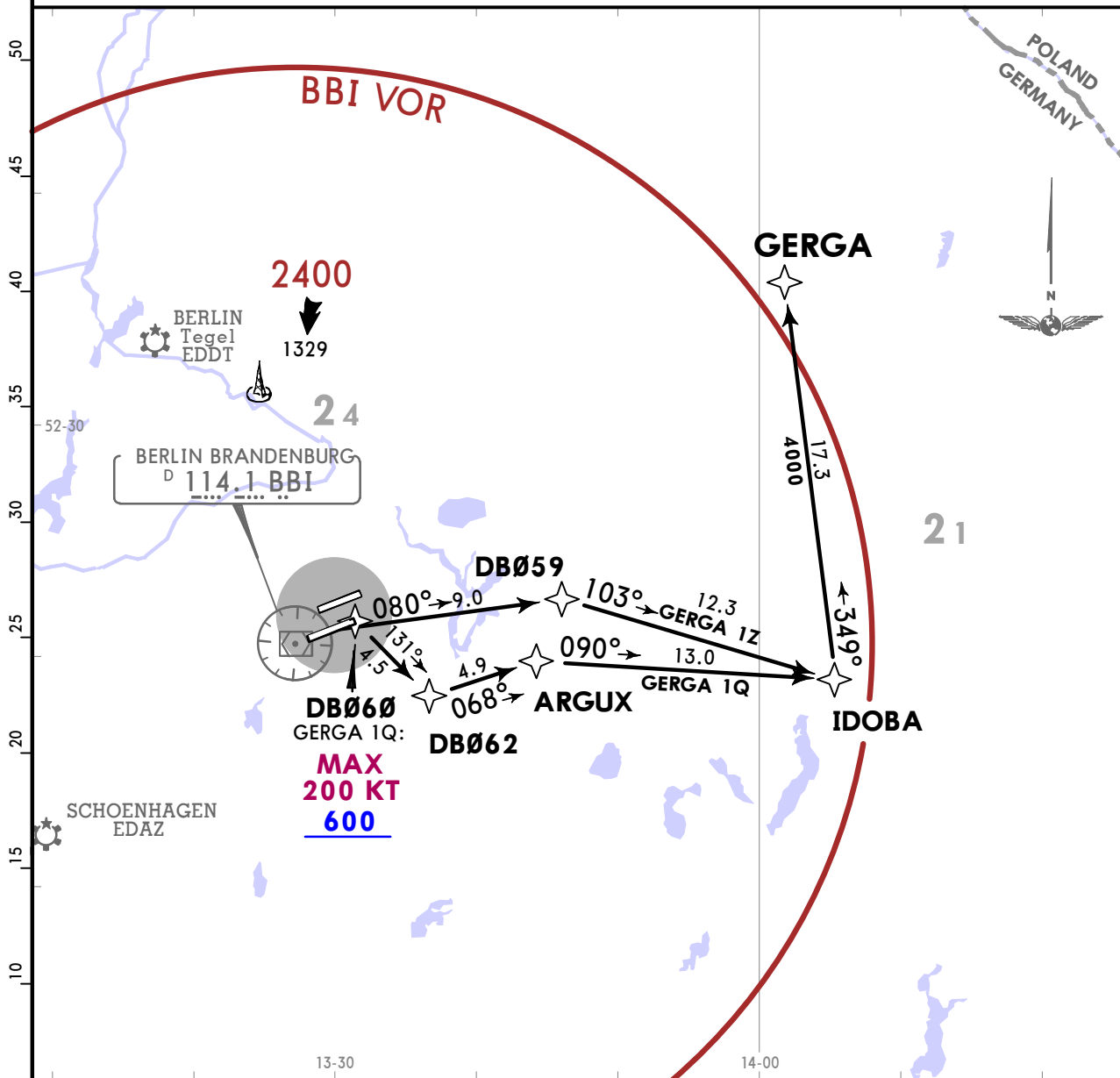
20-3S

Eff 4 Nov

RNAV SID (OVERLAY)

BREMEN Radar (APP) 120.630	Apt Elev 156	Trans alt: 5000 1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised. 2. Contact BREMEN Radar when advised by Tower. 3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 4. Close-in obstacles.
---	------------------------	---

GERGA 1Q [GERG1Q], GERGA 1Z [GERG1Z]
RWY 07R RNAV DEPARTURES (OVERLAY 20-3G)
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C



GERGA 1Q

This SID requires a minimum climb gradient of 490 per NM (8.0%) until passing 5000, due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
490 per NM	613	817	1225	1633	2042	2450

GERGA 1Q: Initial climb clearance 5000
GERGA 1Z: Initial climb clearance 4000

SID	ROUTING
GERGA 1Q ①	DB060 (K200-; 600+) - DB062 - ARGUX - IDOBA - GERGA.
GERGA 1Z By ATC	(600+) - DB059 - IDOBA - GERGA.

① Noise preferential SID to IDOBA.

EDDB/BER
BERLIN BRANDENBURG

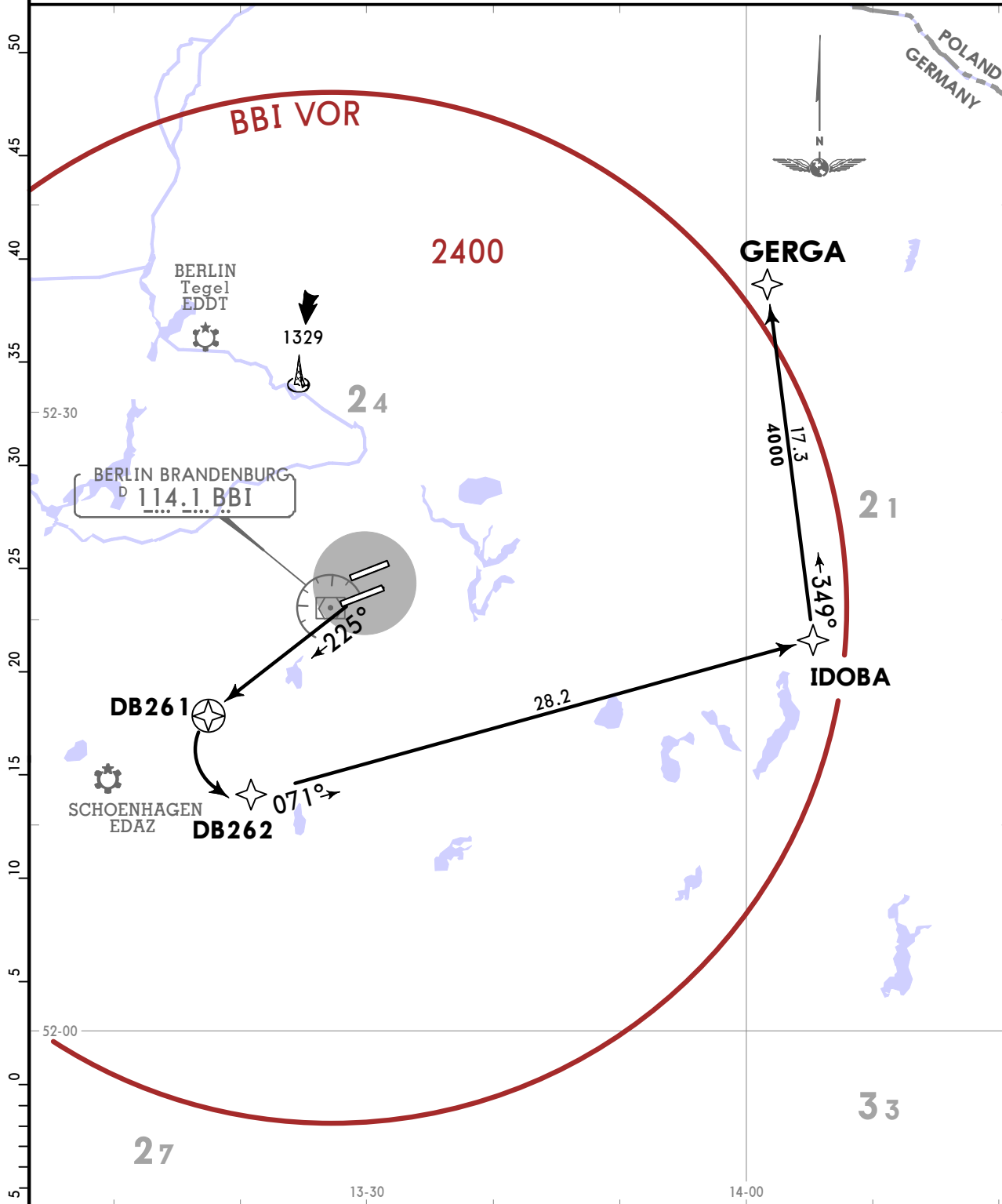
JEPPESSEN BERLIN BRANDENBURG, GERMANY

30 OCT 20 **20-3T** Eff 4 Nov

RNAV SID (OVERLAY)

BREMEN Radar (APP) 120.630	Apt Elev 156	Trans alt: 5000 1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised. 2. Contact BREMEN Radar when advised by Tower. 3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 4. Close-in obstacles.
---	------------------------	---

GERGA 1N [GERG1N]
RWY 25L RNAV DEPARTURE (OVERLAY 20-3H)
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance 5000

ROUTING

(600+) - DB261 - DB262 - IDOBA - GERGA.

EDDB/BER
BERLIN BRANDENBURG

JEPPesen BERLIN BRANDENBURG, GERMANY

30 OCT 20

20-3T1

Eff 4 Nov

RNAV SID (OVERLAY)

<p>GERGA 1A, 1C: Initial climb clearance 5000 GERGA 1M: Initial climb clearance 4000</p>	
ROUTING	
SID	
GERGA 1A JET ACFT only	(600+) - DB240 - DB241 (5000+) - DB242 (K230-) - DB243 (9500+) - DB244 - GERGA.
GERGA 1C PROP/TURBOPROP ACFT only	(600+) - DB240 - DB241 - DB242 (K230-) - DB243 - DB245 - TUVAK - GERGA.
GERGA 1M JET ACFT only	(600+) - DB240 - DB247 - VAVIV - IBGAL - BAKPA - ERDUX - GERGA.

Trans alt: 5000

1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.
2. Contact BREMEN Radar when advised by Tower.
3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
4. Close-in obstacles.

GERGA 1A [GERG1A], GERGA 1C [GERG1C]
GERGA 1M [GERG1M]

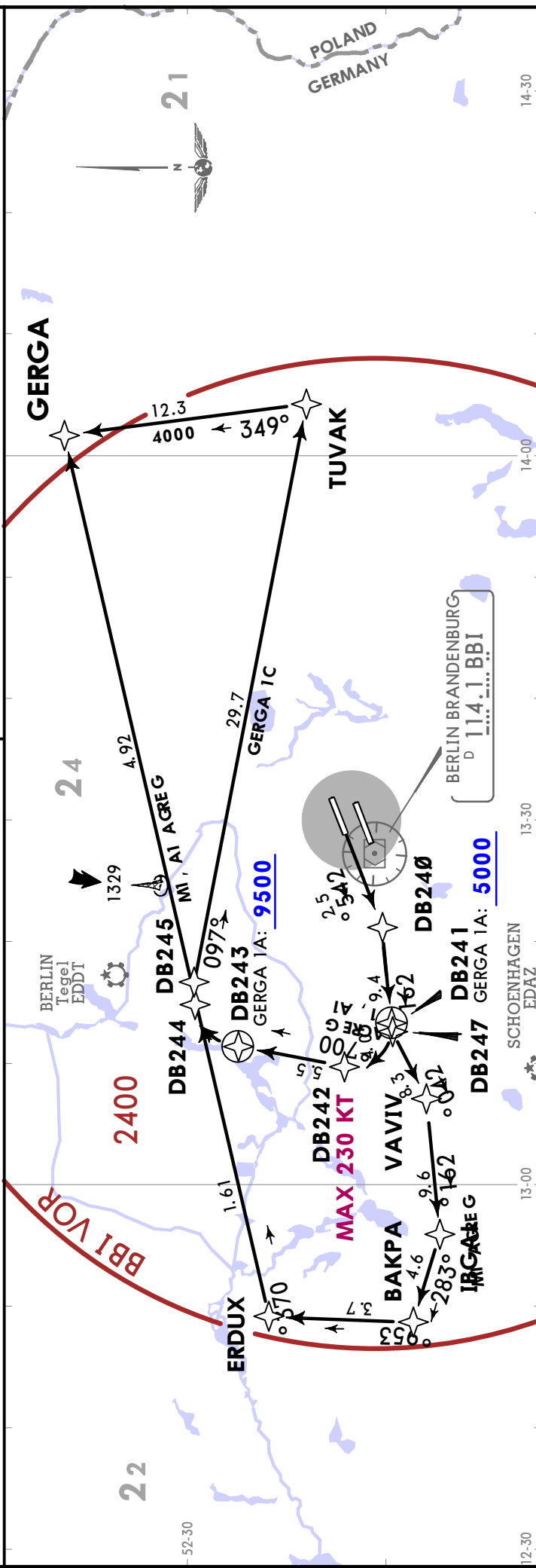
RWY 25R RNAV DEPARTURES (OVERLAY 20-3J)
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C

GERGA 1A

This SID requires a minimum climb gradient of 490 per NM (8.0%) up to 9500, due to noise abatement.

Gnd speed-KT	75	100	150	200	250	300
490 per NM	613	817	1225	1633	2042	2450

If unable to comply, file GERGA 1M.



EDDB/BER
BERLIN BRANDENBURG

JEPPESSEN
30 OCT 20
Eff 4 Nov
20-3T2
RNAV SID (OVERLAY)

BERLIN BRANDENBURG GERMANY

HLZ 1B, 1D: Initial climb clearance 5000 HLZ 1J, 1K: Initial climb clearance 4000	
ROUTING	
HLZ 1B JET ACFT only	(600+) - DB058 (2000+) - DB065 (6000+) - BIKPO (9500+) - KUBUM - SUKIP - BUREL - HLZ.
HLZ 1D PROP/TURBOPROP ACFT only	(600+) - DB058 (2000+) - DB065 (6000+) - BIKPO (9500+) - KUBUM - DEXUG - BUREL - HLZ.
HLZ 1J PROP/TURBOPROP ACFT only	(600+) - DB066 - DB067 - BIKPO - KUBUM - DEXUG - BUREL - HLZ.
HLZ 1K JET ACFT only	(600+) - DB066 - DB067 - BIKPO - KUBUM - SUKIP - BUREL - HLZ.

HLZ 1B, 1D

These SIDs require a minimum climb gradient of 490 per NM (8.0%) up to 9500, due to noise abatement.

Grnd speed-KT	75	100	150	200	250	300
490 per NM	613	817	1225	1633	2042	2450

HLZ 1B: If unable to comply, file HLZ 1K
HLZ 1D: If unable to comply file HLZ 1J.

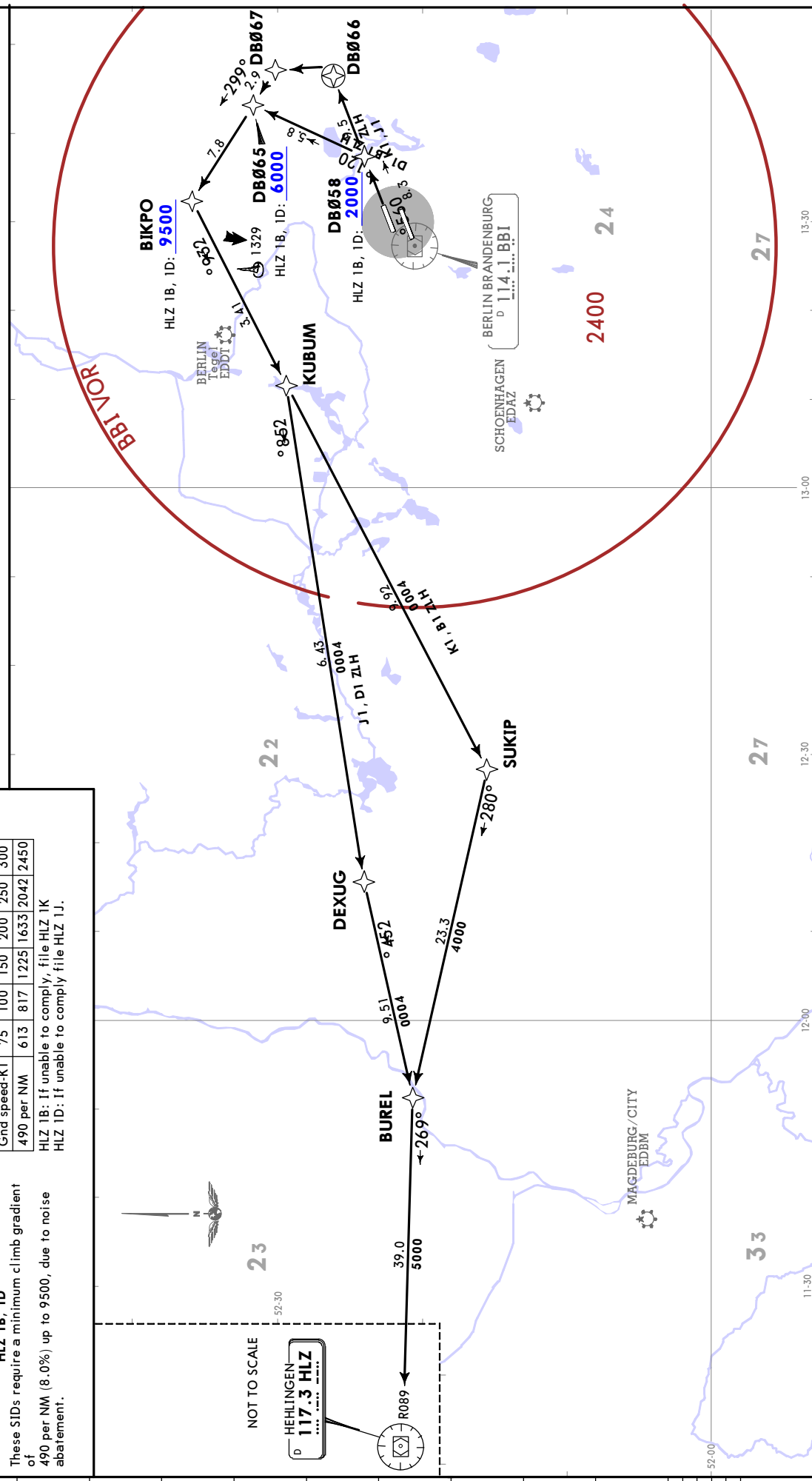
Trans alt: 5000

1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.
2. Contact BREMEN Radar when advised by Tower.
3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
4. Close-in obstacles.

Apt Elev
156

BREMEN Radar (APP)
134.430

HEHLINGEN 1B (HLZ 1B), HEHLINGEN 1D (HLZ 1D)
HEHLINGEN 1J (HLZ 1J), HEHLINGEN 1K (HLZ 1K)
RWY 07L RNAV DEPARTURES (OVERLAY 20-3K)
SPEEDS: MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C



Trans alt: 5000

1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.

2. Contact BREMEN Radar when advised by Tower.

3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.

4. Close-in obstacles.

BREMEN Radar (APP)
120.630

Apt Elev
156

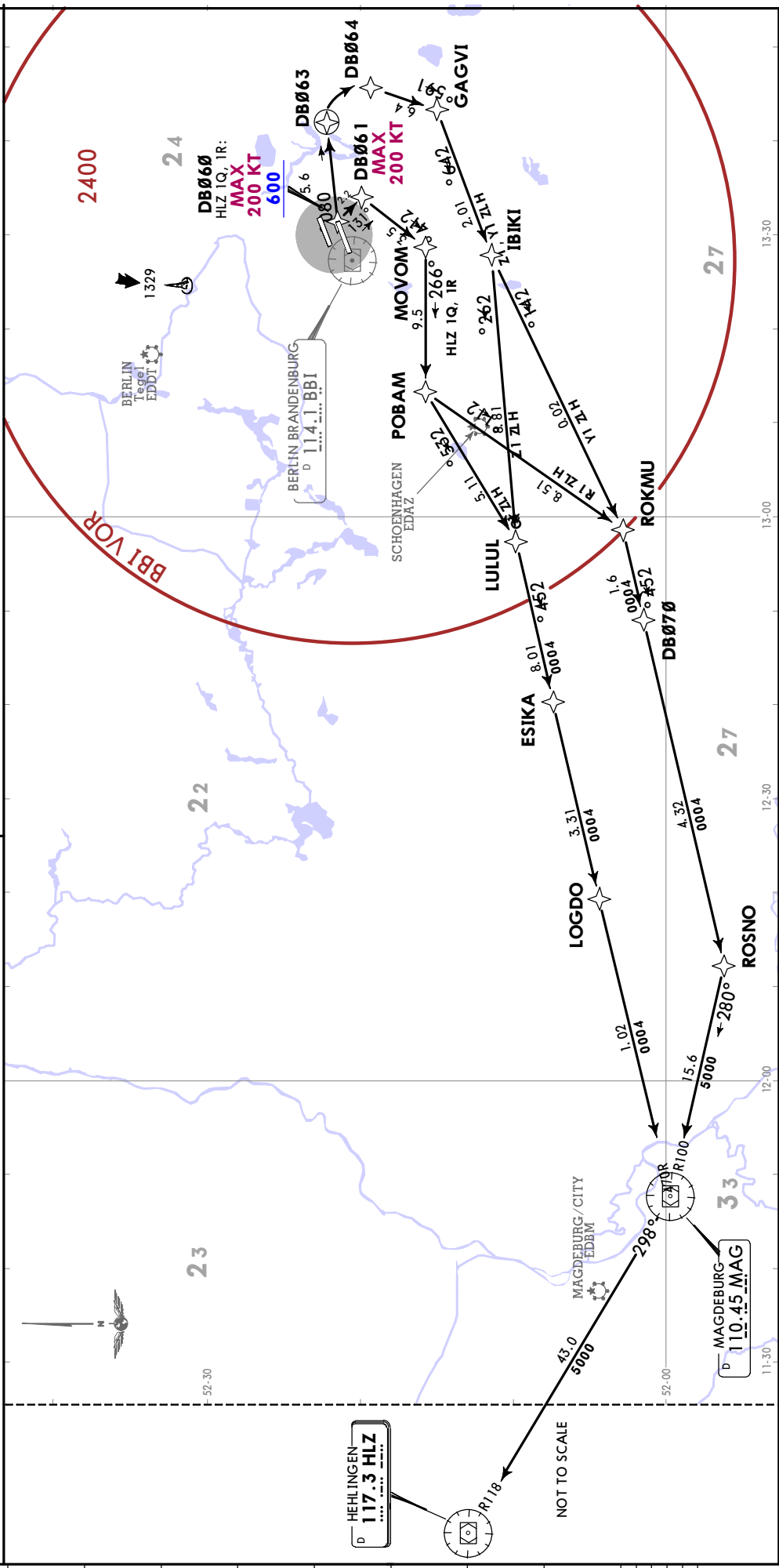
**HEHLINGEN 1Q (HLZ 1Q), HEHLINGEN 1R (HLZ 1R)
HEHLINGEN 1Y (HLZ 1Y), HEHLINGEN 1Z (HLZ 1Z)
RWY 07R RNAV DEPARTURES (OVERLAY 20-3L)
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C**

SID	HLZ 1Q, 1R: Initial climb clearance FL80 HLZ 1Y, 1Z: Initial climb clearance 4000
DB060 (K200-; 600+); 600+); DB061 (K200-); 600+); MOVOM - POBAM - LULUL - ESIKA - LOGDO - MAG - HLZ.	ROUTING
DB060 (K200-; 600+); 600+); DB061 (K200-); 600+); MOVOM - POBAM - ROKMU - DB070 - ROSNO - MAG - HLZ.	
DB063 (600+); DB064 (600+); GAGVI - IBIKI - ROKMU - DB070 - ROSNO - MAG - HLZ.	
DB063 (600+); DB064 (600+); GAGVI - IBIKI - LULUL - ESIKA - LOGDO - MAG - HLZ.	

HLZ 1Q, 1R	Gnd speed-KT	75	100	150	200	250	300
610 per NM	610 per NM	763	1017	1525	2033	2542	3050

These SIDs require a minimum climb gradient of 610 per NM (10.0%) up to FL100, due air-space structure.

HLZ 1Q: If unable to comply, file HLZ 1Z.
HLZ 1R: If unable to comply file HLZ 1Y.



EDDB/BER
BERLIN BRANDENBURG

JEPPESEN
30 OCT 20 (20-3T4) Eff 4 Nov

BERLIN BRANDENBURG
GERMANY
RNAV SID (OVERLAY)

Initial climb clearance 5000

ROUTING

(600+) - DB263 - LULUL - ESIKA - LOGDO - MAG - HLZ.

(600+) - ROKMU - DB070 - ROSNO - MAG - HLZ.

SID	
HLZ 1N JET ACFT only	
HLZ 1P PROP/TURBOPROP ACFT only	

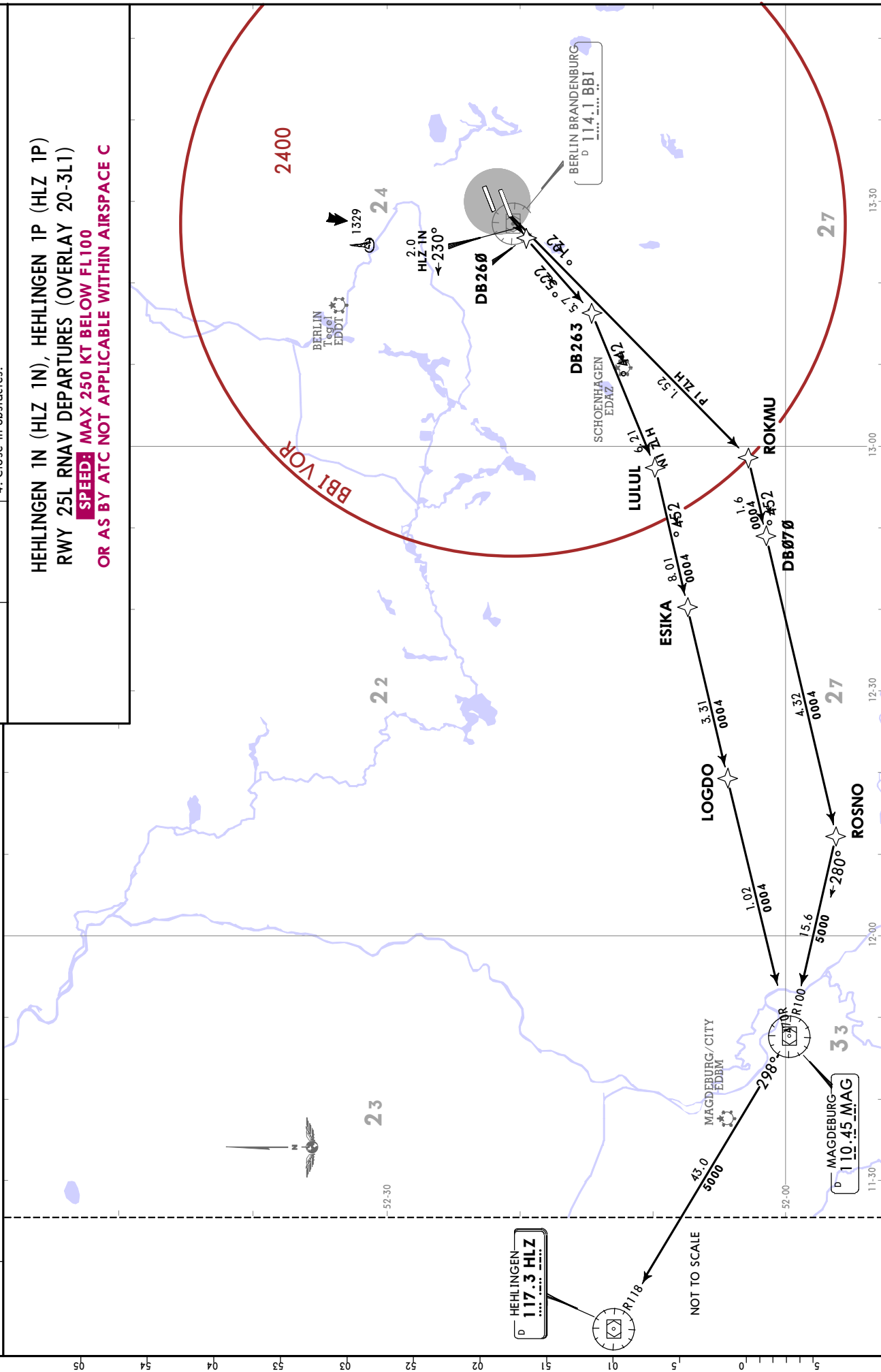
Trans alt: 5000

1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.
2. Contact BREMEN Radar when advised by Tower.
3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
4. Close-in obstacles.

Apt Elev
156

BREMEN Radar (APP)
120.630

HEHLINGEN 1N (HLZ 1N), HEHLINGEN 1P (HLZ 1P)
RWY 25L RNAV DEPARTURES (OVERLAY 20-3L1)
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C



EDDB/BER
BERLIN BRANDENBURG

BERLIN BRANDENBURG
GERMANY

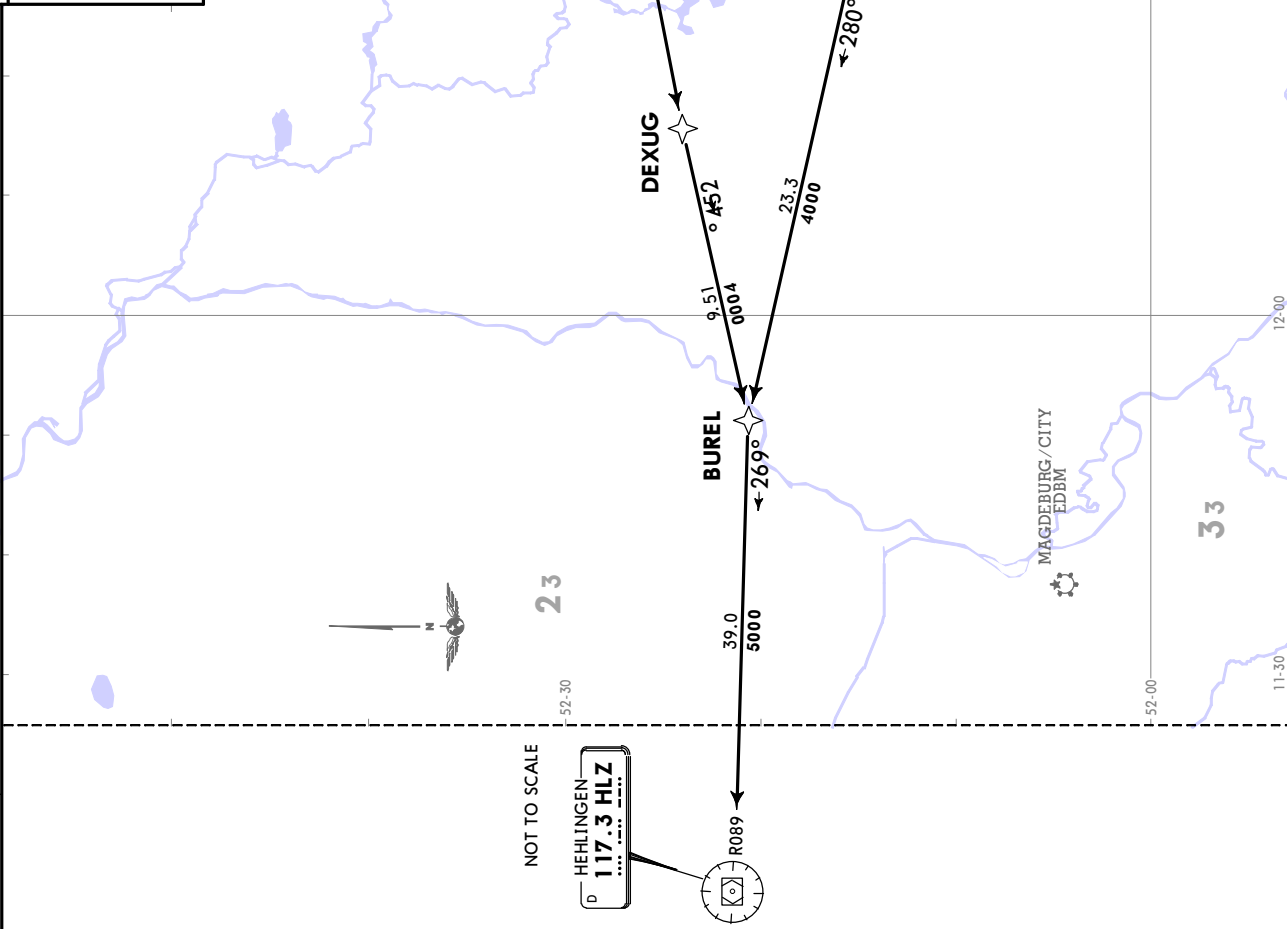
30 OCT 20
Eff 4 Nov

(20-3T5) RNAV SID (OVERLAY)

Initial climb clearance 5000	
SID	ROUTING
HLZ 1A JET ACFT only	(600+) - DB240 - DB247 - VAVIV - IBGAL - SUKIP - BUREL - HLZ.
HLZ 1C PROP/TURBOPROP ACFT only	(600+) - DB240 - DB241 - DB242 (K230.) - DB243 - DB246 - DEXUG - BUREL - HLZ.

Trans alt: 5000
1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.
2. Contact BREMEN Radar when advised by Tower.
3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
4. Close-in obstacles.

HEHLINGEN 1A (HLZ 1A), HEHLINGEN 1C (HLZ 1C)
RWY 25R RNAV DEPARTURES (OVERLAY 20-3L2)
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C



EDDB/BER
BERLIN BRANDENBURG

JEPPESEN BERLIN BRANDENBURG, GERMANY

30 OCT 20

20-3T6

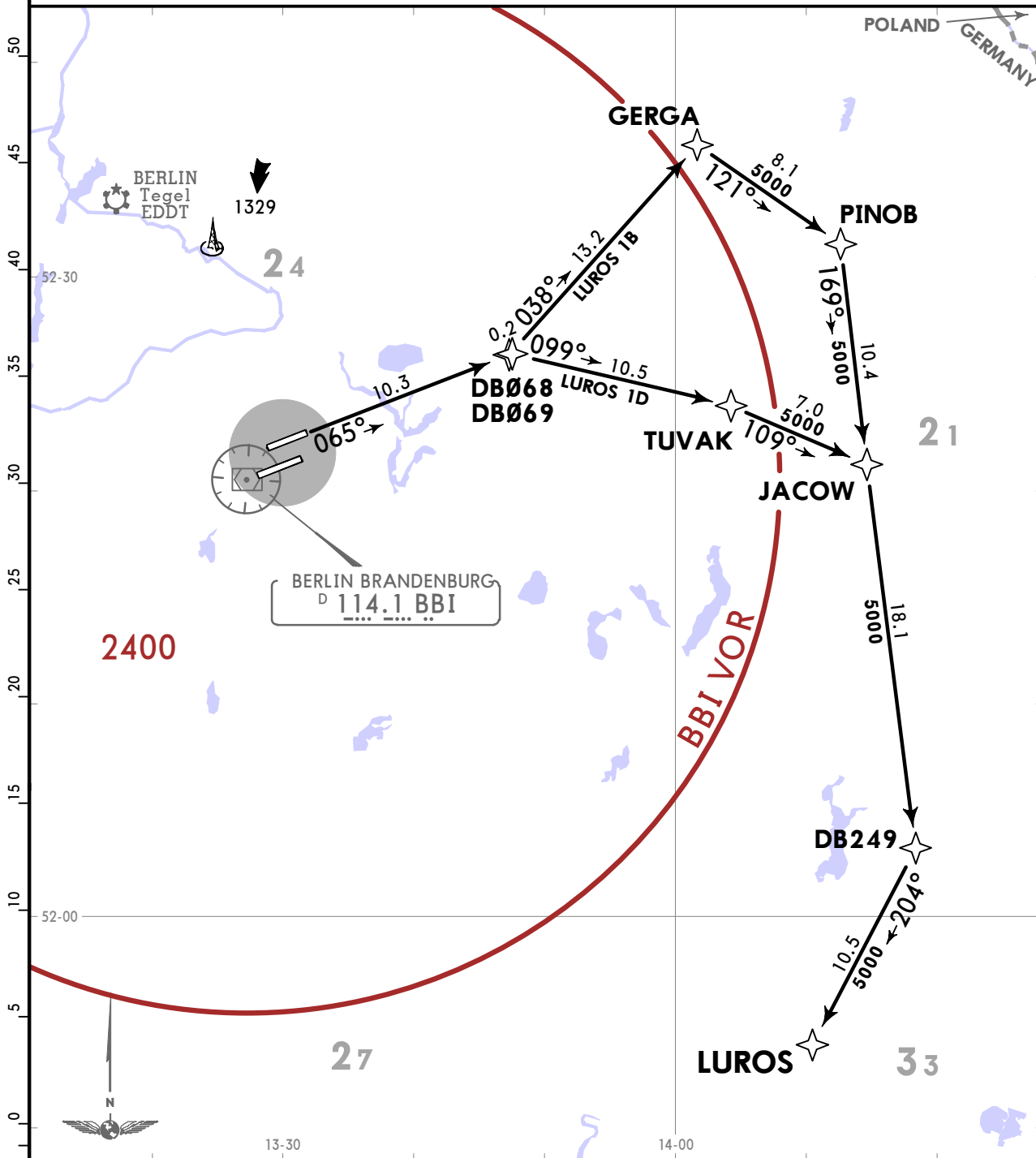
Eff 4 Nov

RNAV SID (OVERLAY)

BREMEN Radar (APP) 134.430	Apt Elev 156	Trans alt: 5000 1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised. 2. Contact BREMEN Radar when advised by Tower. 3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 4. Close-in obstacles.
---	------------------------	---

LUROS 1B [LURO1B], LUROS 1D [LURO1D]
RWY 07L RNAV DEPARTURES (OVERLAY 20-3L3)

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **5000**

SID	ROUTING
LUROS 1B JET ACFT only	(600+) - DB068 - GERGA - PINOB - JACOW - DB249 - LUROS.
LUROS 1D PROP/TURBOPROP ACFT only	(600+) - DB069 - TUVAK - JACOW - DB249 - LUROS.

EDDB/BER
BERLIN BRANDENBURG

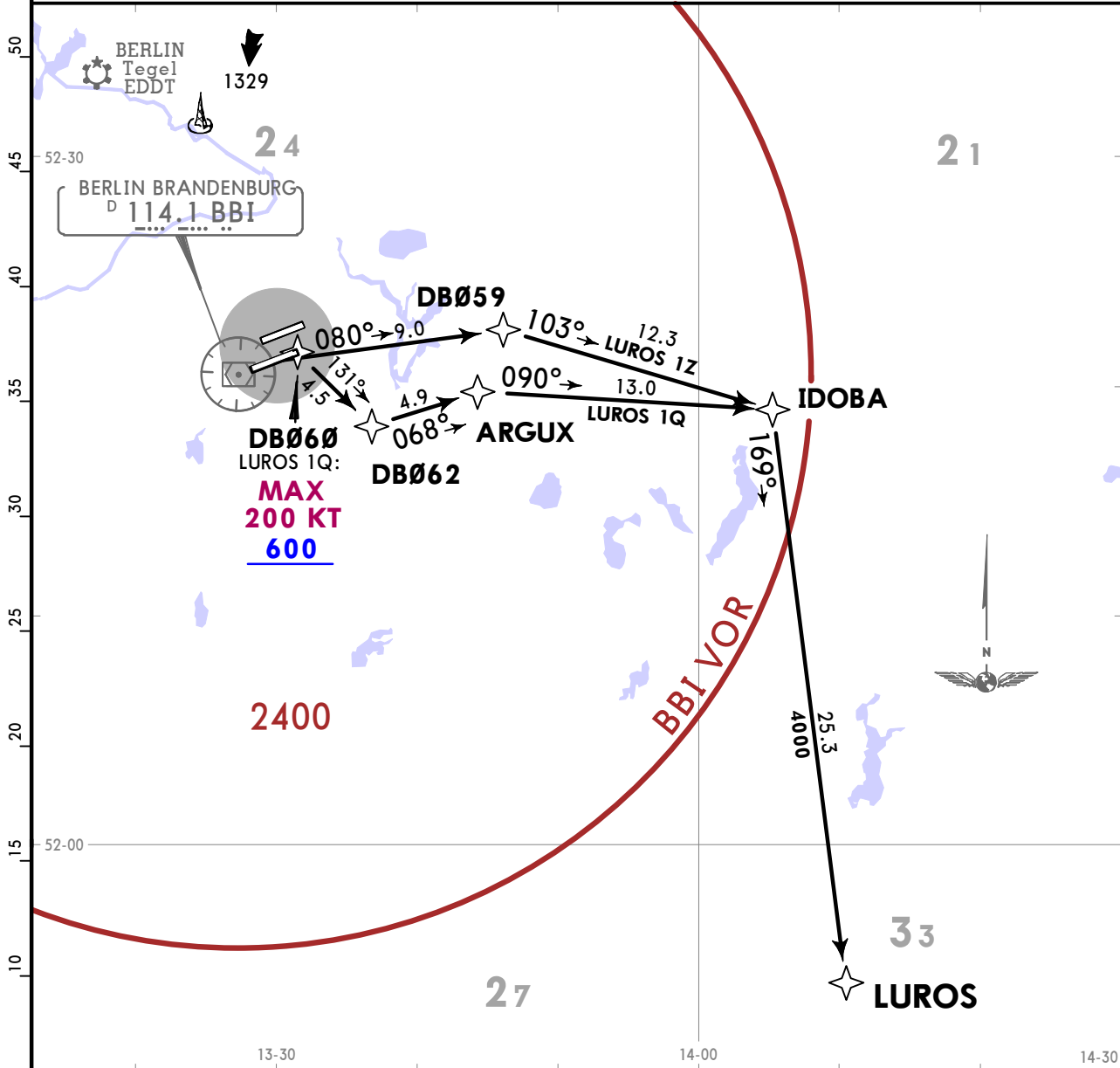
JEPPESEN BERLIN BRANDENBURG, GERMANY

30 OCT 20 **(20-3T7)** Eff 4 Nov

RNAV SID (OVERLAY)

BREMEN Radar (APP) 120.630	Apt Elev 156	Trans alt: 5000 1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised. 2. Contact BREMEN Radar when advised by Tower. 3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 4. Close-in obstacles.
---	------------------------	---

LUROS 1Q [LURO1Q], LUROS 1Z [LURO1Z]
RWY 07R RNAV DEPARTURES (OVERLAY 20-3L4)
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C



LUROS 1Q	
This SID requires a minimum climb gradient of 490 per NM (8.0%) until passing 5000, due to airspace structure.	
Gnd speed-KT	75 100 150 200 250 300
490 per NM	613 817 1225 1633 2042 2450

LUROS 1Q: Initial climb clearance **5000**
LUROS 1Z: Initial climb clearance **4000**

SID	ROUTING
LUROS 1Q ①	DB060 (K200-; 600+) - DB062 - ARGUX - IDOBA - LUROS.
LUROS 1Z By ATC	(600+) - DB059 - IDOBA - LUROS.

① Noise preferential SID to IDOBA.

EDDB/BER
BERLIN BRANDENBURG

JEPPESEN BERLIN BRANDENBURG, GERMANY

30 OCT 20

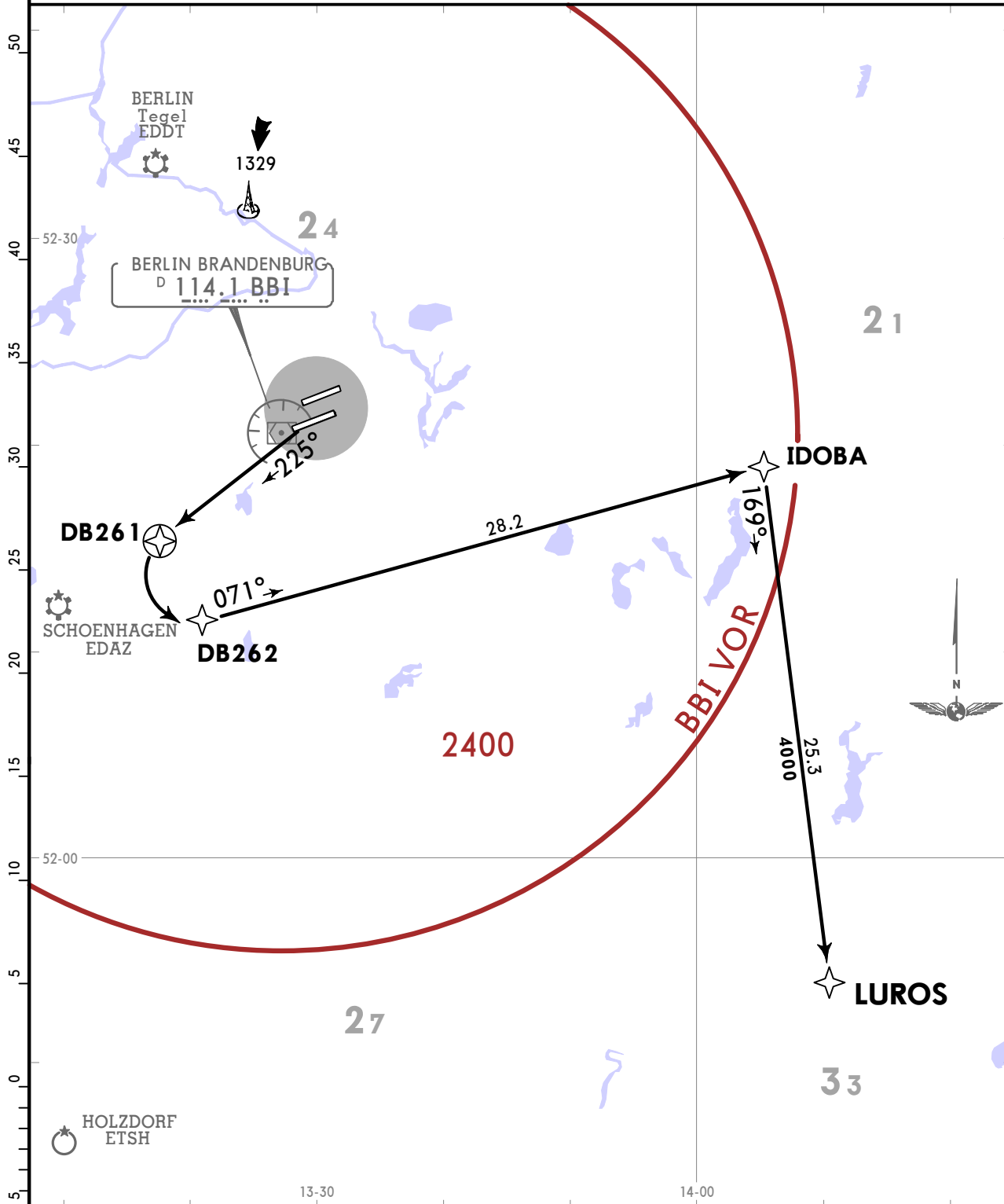
20-3T8

Eff 4 Nov

RNAV SID (OVERLAY)

BREMEN Radar (APP) 120.630	Apt Elev 156	Trans alt: 5000 1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised. 2. Contact BREMEN Radar when advised by Tower. 3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 4. Close-in obstacles.
---	------------------------	---

LUROS 1N [LURO1N]
RWY 25L RNAV DEPARTURE (OVERLAY 20-3L5)
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance 5000

ROUTING

(600+) - DB261 - DB262 - IDOBA - LUROS.

EDDB/BER
BERLIN BRANDENBURG

JEPPesen BERLIN BRANDENBURG, GERMANY

30 OCT 20

20-3U

Eff 4 Nov

RNAV SID (OVERLAY)

Trans alt: 5000

1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.

2. Contact BREMEN Radar when advised by Tower.

3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.

4. Close-in obstacles.

BREMEN Radar (APP) **134.430**

Apt Elev **156**

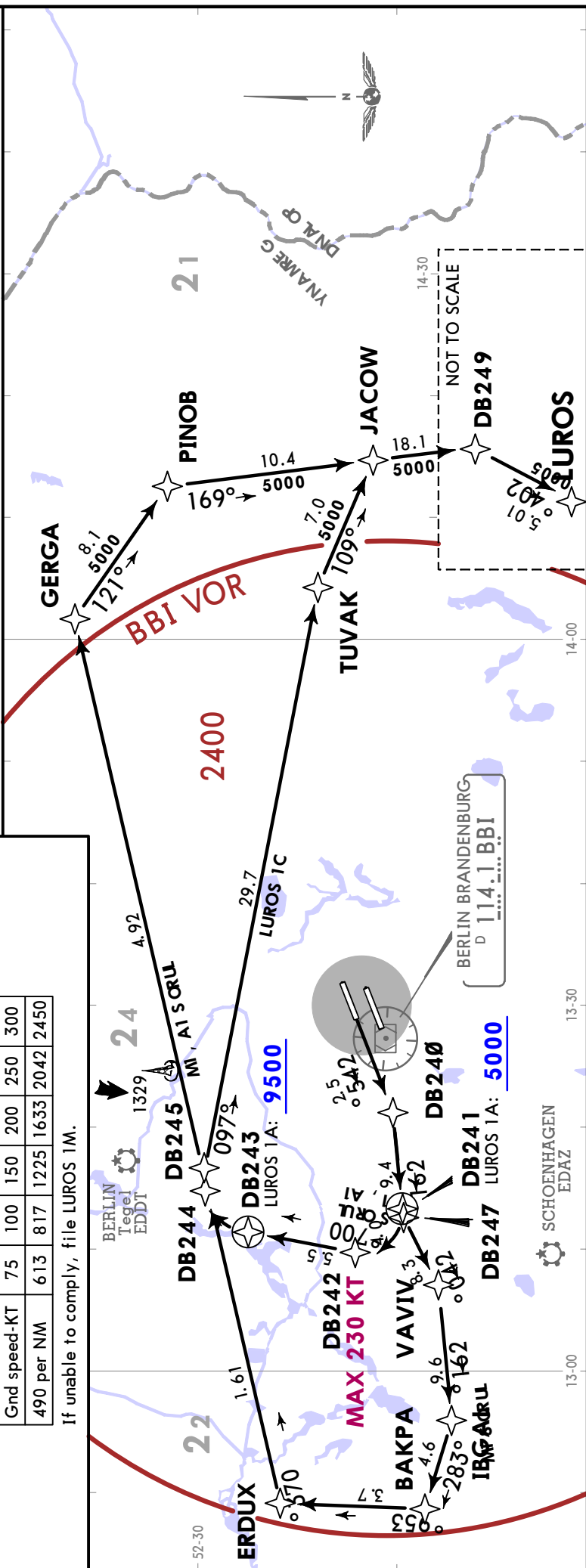
SID	ROUTING
LUROS 1A, 1C: Initial climb clearance 5000 LUROS 1M: Initial climb clearance 4000	
LUROS 1A JET ACFT only	(600+) - DB241 - DB241 (5000+) - DB242 (K230-) - DB243 (9500+) - DB244 - GERGA - PINOB - JACOW - DB249 - LUROS.
LUROS 1C PROP/TURBOPROP ACFT only	(600+) - DB241 - DB242 (K230-) - DB243 - DB245 - TUVAK - JACOW - DB249 - LUROS.
LUROS 1M JET ACFT only	(600+) - DB240 - DB247 - VAVIV - IBGAL - BAKPA - ERDUX - GERGA - PINOB - JACOW - DB249 - LUROS.

LUROS 1A

This SID requires a minimum climb gradient of 490 per NM (8.0%) up to 9500, due to noise abatement.

Gnd speed-KT	75	100	150	200	250	300
490 per NM	613	817	1225	1633	2042	2450

If unable to comply, file LUROS 1M.



30 OCT 20 **Eff 4 Nov** **(20-3V)** **RNAV SID (OVERLAY)**

Trans alt: 5000

1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.

2. Contact BREMEN Radar when advised by Tower.

3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.

4. Close-in obstacles.

BREMEN Radar (APP)
134.430

Apt Elev
156

**MAXAN 1B [MAXA1B], MAXAN 1D [MAXA1D]
MAXAN 1J [MAXA1J], MAXAN 1K [MAXA1K]
RWY 07L RNAV DEPARTURES (OVERLAY 20-3L7)**

**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C**

**MAXAN 1B, 1D: Initial climb clearance 5000
MAXAN 1J, 1K: Initial climb clearance 4000**

ROUTING

(600+) - DB058 (2000+) - BIKPO (9500+) - KUBUM - SUKIP - DB250 - BUREL - MAXAN.

(600+) - DB058 (2000+) - BIKPO (9500+) - KUBUM - DEXUG - BUREL - MAXAN.

(600+) - DB066 - BIKPO - KUBUM - DEXUG - BUREL - UBIGI - MAXAN.

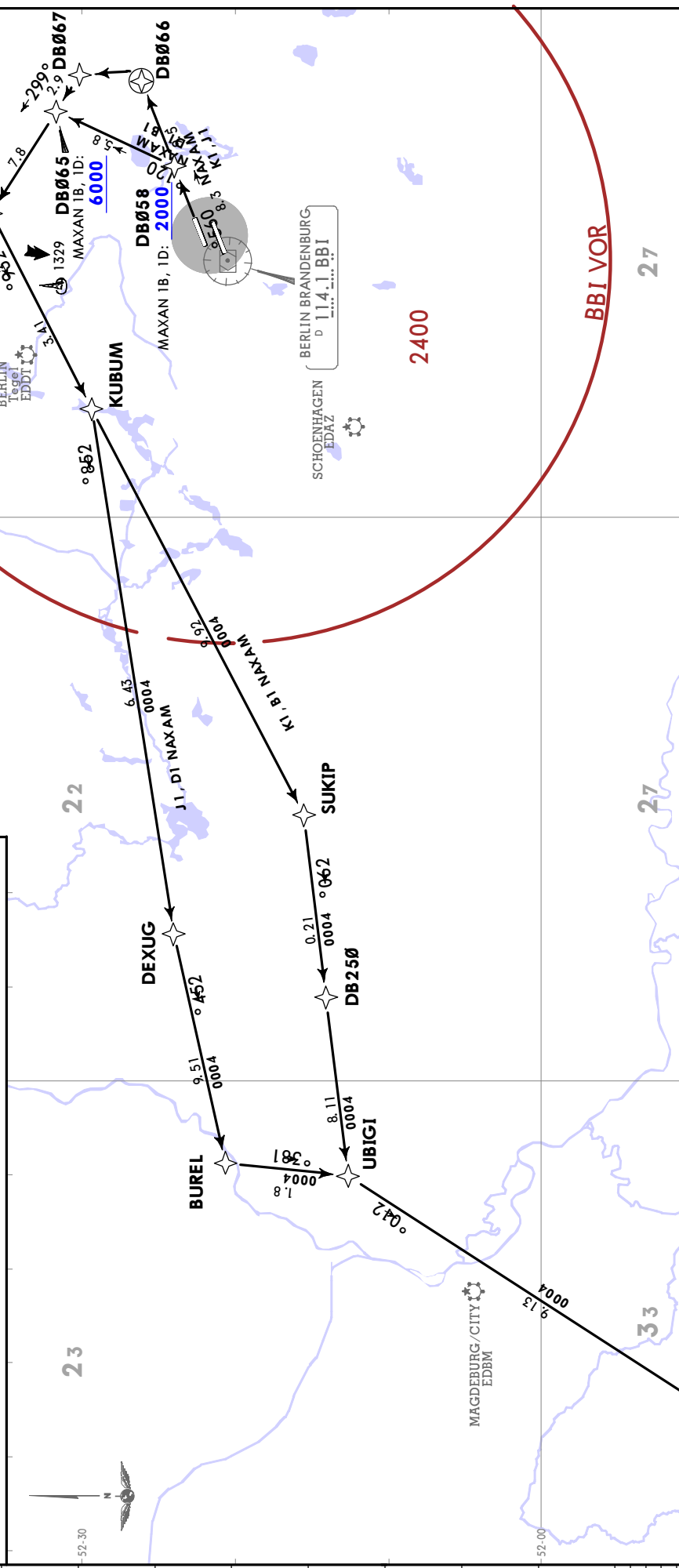
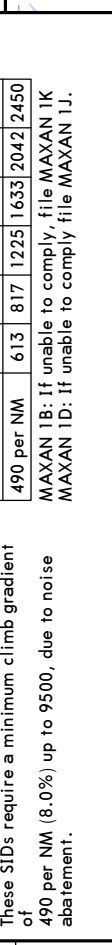
(600+) - DB066 - BIKPO - KUBUM - SUKIP - DB250 - UBIGI - MAXAN.

MAXAN 1B, 1D

These SIDs require a minimum climb gradient of 490 per NM (8.0%) up to 9500, due to noise abatement.

Gnd speed-KT	75	100	150	200	250	300
490 per NM	613	817	1225	1633	2042	2450

MAXAN 1B: If unable to comply, file MAXAN 1K
MAXAN 1D: If unable to comply file MAXAN 1J.



MAXAN 1Q, 1R: Initial climb clearance **FL80**
MAXAN 1Y, 1Z: Initial climb clearance **4000**

ROUTING

MAXAN 1Q
 DB060 (K200+; 600+) - DB061 (K200-) - MOVOM - POBAM - LULUL - ESIKA - LOGDO -
 MAG - MAXAN.

MAXAN 1R
 DB060 (K200+; 600+) - DB061 (K200-) - MOVOM - POBAM - ROKMU - DB070 - ROSNO -
 ODLUN - MAXAN.

MAXAN 1Y
 (600+) - DB063 - DB064 - GAGVI - IBIKI - ROKMU - DB070 - ROSNO - ODLUN - MAXAN.

MAXAN 1Z
 (600+) - DB063 - DB064 - GAGVI - IBIKI - LULUL - ESIKA - LOGDO - MAG - MAXAN.

Trans alt: 5000

1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.

2. Contact BREMEN Radar when advised by Tower.

3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.

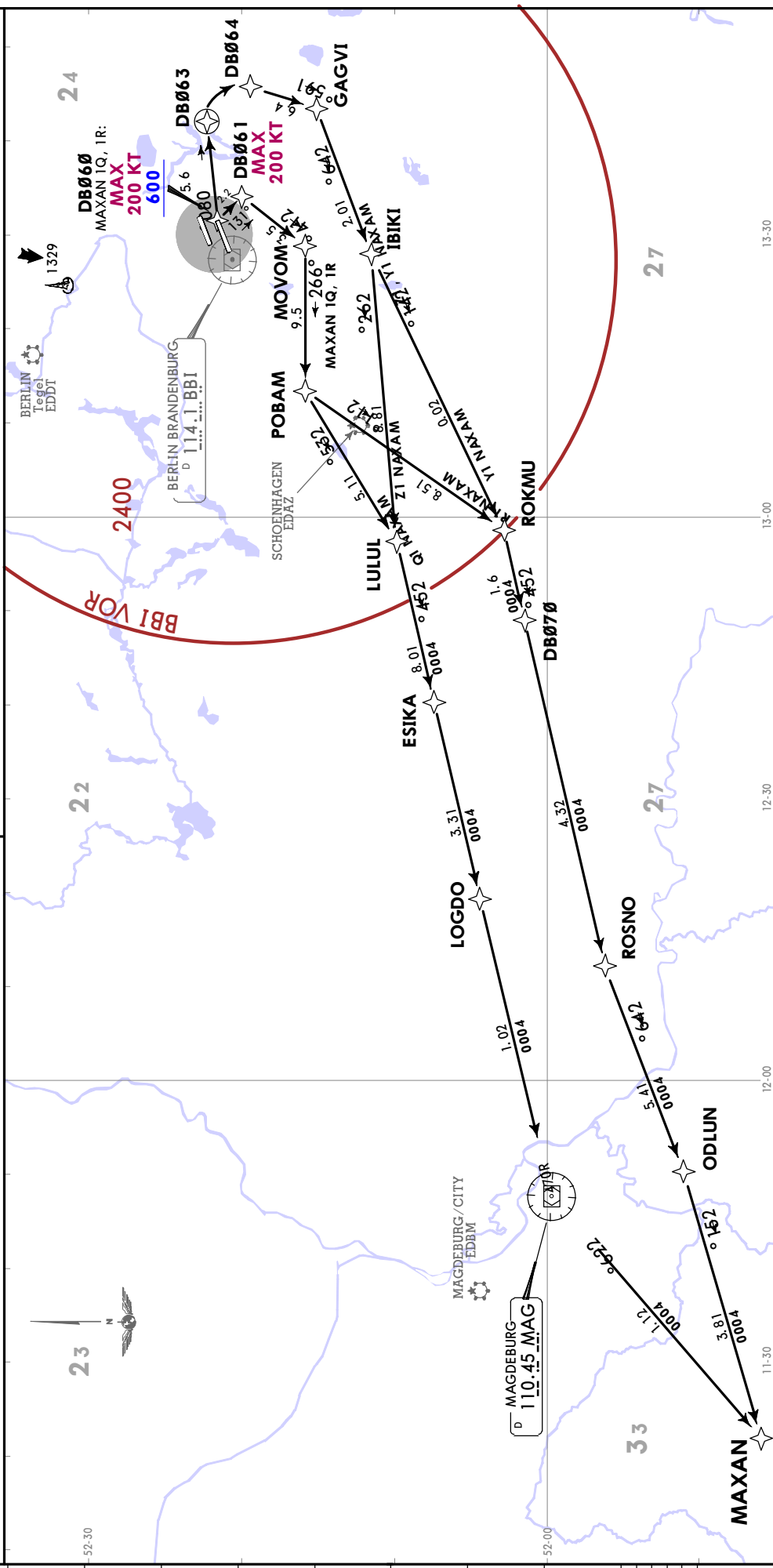
4. Close-in obstacles.

**MAXAN 1Q [MAXA1Q], MAXAN 1R [MAXA1R]
 MAXAN 1Y [MAXA1Y], MAXAN 1Z [MAXA1Z]
 RWY 07R RNAV DEPARTURES (OVERLAY 20-3L8)**

**SPEED: MAX 250 KT BELOW FL100
 OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C**

Gnd speed-KT	75	100	150	200	250	300
610 per NM	763	1017	1525	2033	2542	3050

MAXAN 1Q: If unable to comply, file MAXAN 1Z.
 MAXAN 1R: If unable to comply file MAXAN 1Y.



EDDB/BER
BERLIN BRANDENBURG



30 OCT 20 **20-3V2** Eff 4 Nov

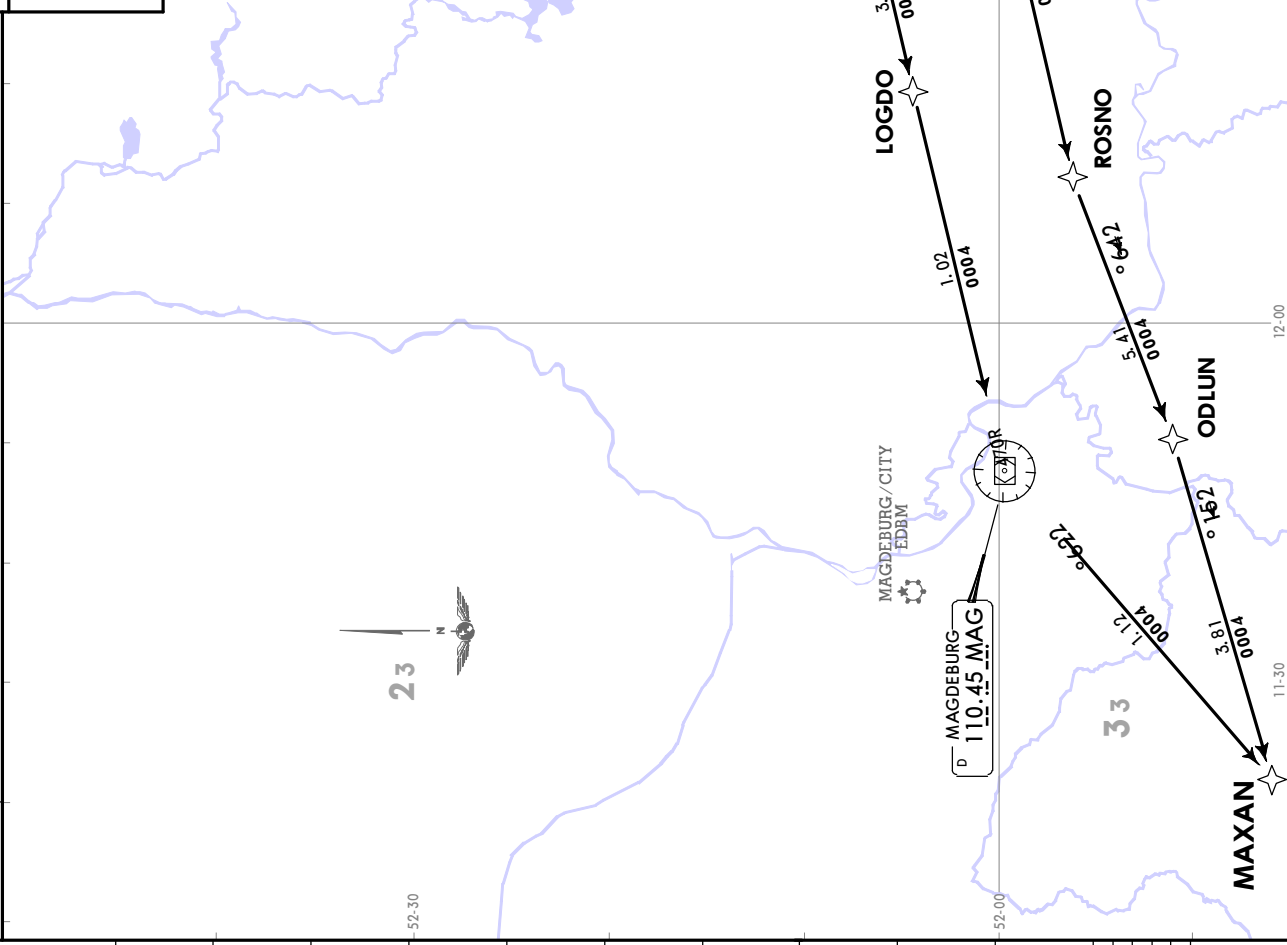
BERLIN BRANDENBURG
GERMANY

RNAV SID (OVERLAY)

Initial climb clearance 5000	
SID	ROUTING
MAXAN 1N JET ACFT only	(600+) - DB260 - DB263 - LULUL - ESIKA - LOGDO - MAG - MAXAN.
MAXAN 1P PROP/TURBOPROP ACFT only	(600+) - ROKMU - DB070 - ROSNO - ODLUN - MAXAN.

Trans alt: 5000
 1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.
 2. Contact BREMEN Radar when advised by Tower.
 3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
 4. Close-in obstacles.

MAXAN 1N [MAXAN 1N], MAXAN 1P [MAXAN 1P]
RWY 25L RNAV DEPARTURES (OVERLAY 20-3M)
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C



EDDB / BER
BERLIN BRANDENBURG

BERLIN BRANDENBURG
GERMANY

30 OCT 20
Eff 4 Nov

(20-3V3)
RNAV SID (OVERLAY)

Initial climb clearance 5000

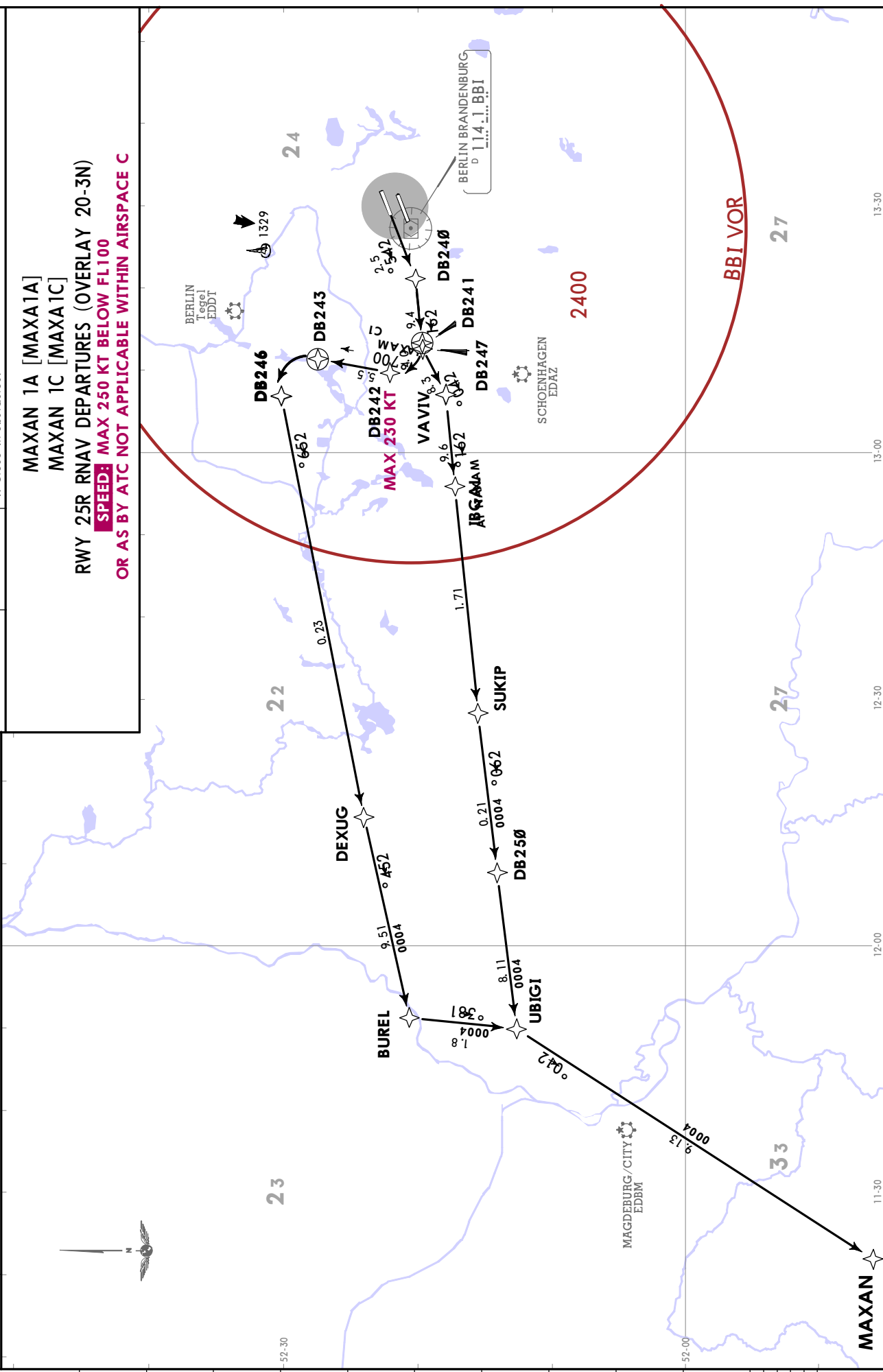
ROUTING
 MAXAN 1A (600+) - DB240 - DB247 - VAVIV - IBCAL - SUKIP - DB250 - UBIGI - MAXAN.
 JET ACFT only
 MAXAN 1C (600+) - DB240 - DB241 - DB242 (K230-) - DB243 - DB246 - DEXUG - BUREL - UBIGI - MAXAN.
 PROP/TURBOPROP ACFT only

Trans alt: 5000

1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.
2. Contact BREMEN Radar when advised by Tower.
3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
4. Close-in obstacles.

BREMEN Radar (APP)
134.430

Apt Elev
156



MAXAN 1A [MAXA1A]
MAXAN 1C [MAXA1C]

RWY 25R RNAV DEPARTURES (OVERLAY 20-3N)
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C

EDDB/BER
BERLIN BRANDENBURG

BERLIN BRANDENBURG
GERMANY

JEPPESEN
30 OCT 20 (20-3V4) Eff 4 Nov

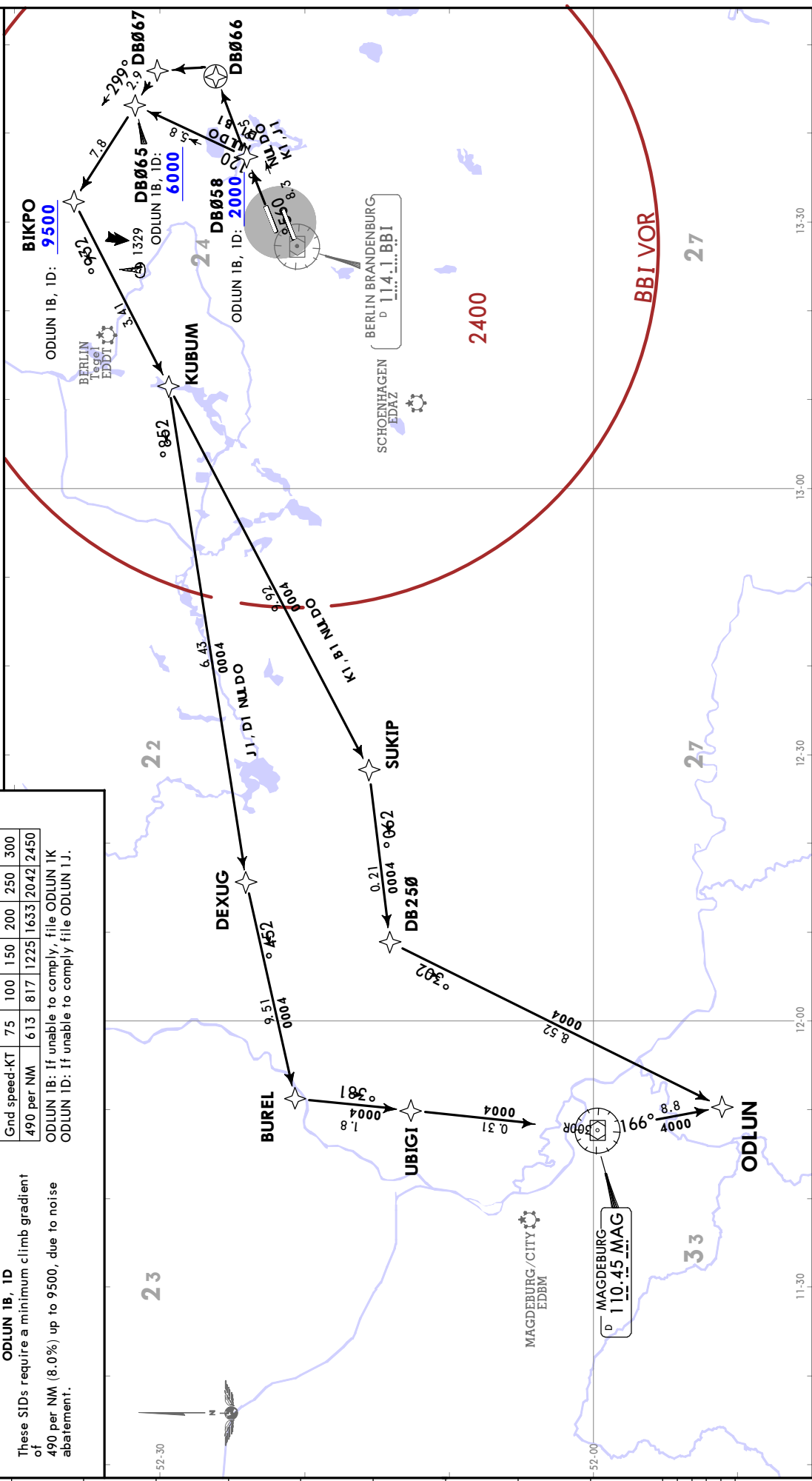
RNAV SID OVERLAY

ODLUN 1B, ID: Initial climb clearance 5000 ODLUN 1J, 1K: Initial climb clearance 4000	
ROUTING	
SID	
ODLUN 1B JET ACFT only	(600+) - DB058 (2000+) - DB065 (6000+) - BIKPO (9500+) - KUBUM - SUKIP - DB250 - ODLUN.
ODLUN 1D PROP/TURBOPROP ACFT only	(600+) - DB058 (2000+) - DB065 (6000+) - BIKPO (9500+) - KUBUM - DEXUG - BUREL - UBIGI - MAG - ODLUN.
ODLUN 1J PROP/TURBOPROP ACFT only	(600+) - DB066 - DB067 - BIKPO - KUBUM - DEXUG - BUREL - UBIGI - MAG - ODLUN.
ODLUN 1K JET ACFT only	(600+) - DB066 - DB067 - BIKPO - KUBUM - SUKIP - DB250 - ODLUN.

ODLUN 1B, ID	
These SIDs require a minimum climb gradient of 490 per NM (8.0%) up to 9500, due to noise abatement.	
Gnd speed-KT	75 100 150 200 250 300
490 per NM	613 817 1225 1633 2042 2450
ODLUN 1B: If unable to comply, file ODLUN 1K ODLUN 1D: If unable to comply file ODLUN 1J.	

Trans alt: 5000
1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.
2. Contact BREMEN Radar when advised by Tower.
3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
4. Close-in obstacles.

**ODLUN 1B [ODLU1B], ODLUN 1D [ODLU1D]
ODLUN 1J [ODLU1J], ODLUN 1K [ODLU1K]
RWY 07L RNAV DEPARTURES (OVERLAY 20-3N1)
SPEED MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C**



Trans alt: 5000

1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.

2. Contact BREMEN Radar when advised by Tower.

3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.

4. Close-in obstacles.

BREMEN Radar (APP)
120.630

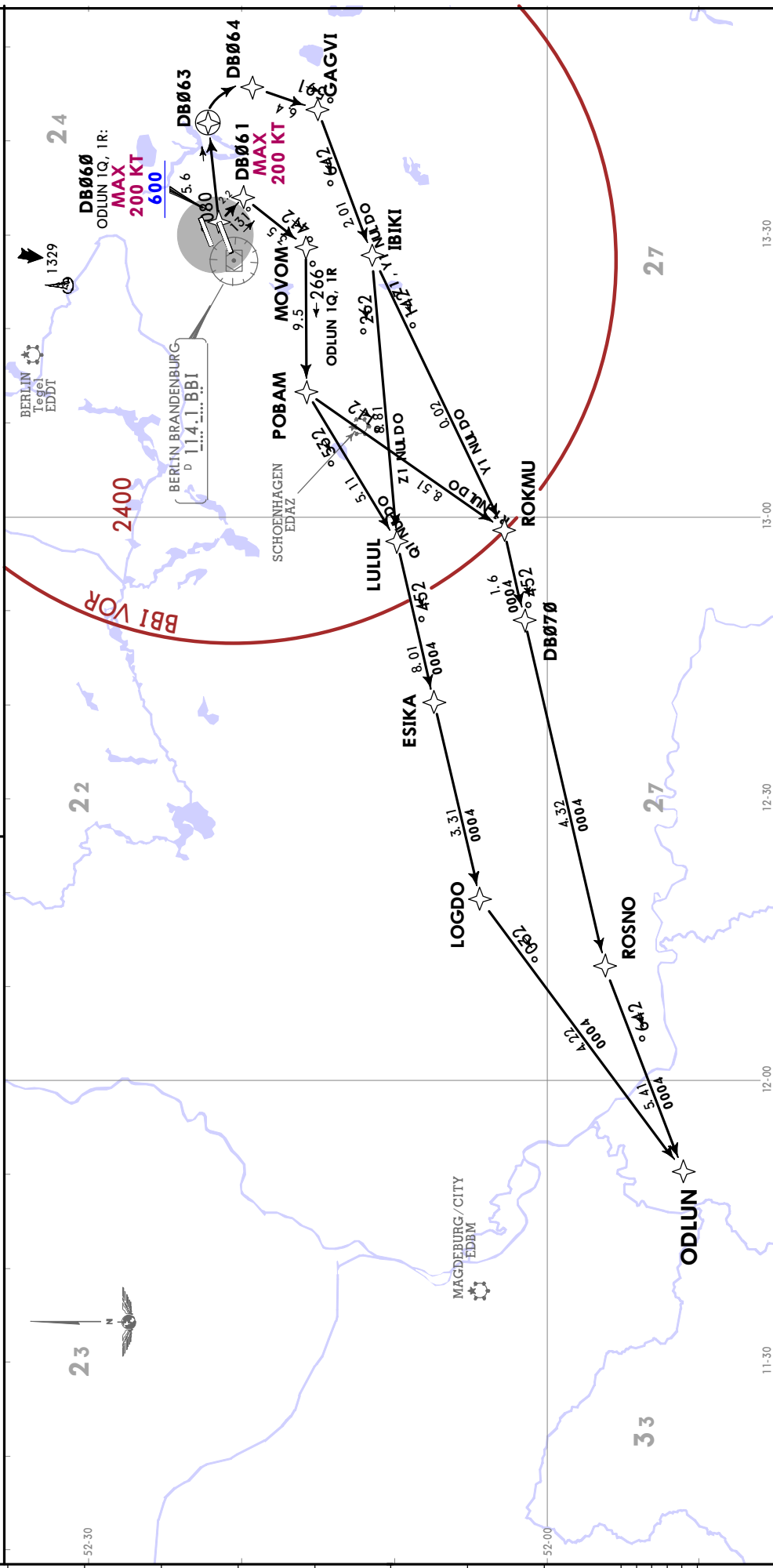
Apt Elev
156

**ODLUN 1Q [ODLU1Q], ODLUN 1R [ODLU1R]
ODLUN 1Y [ODLU1Y], ODLUN 1Z [ODLU1Z]
RWY 07R RNAV DEPARTURES (OVERLAY 20-3N2)
SPEED MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C**

SID	ROUTING
ODLUN 1Q JET ACFT only REFL MINM FL120	DB060 (K200; 600+) - DB061 (K200-) - MOVOM - POBAM - LULUL - ESIKA - LOGDO - ODLUN.
ODLUN 1R PROP/TURBOPROP ACFT only REFL MINM FL120	DB060 (K200; 600+) - DB061 (K200-) - MOVOM - POBAM - ROKMU - DB070 - ROSNO - ODLUN.
ODLUN 1Y PROP/TURBOPROP	(600+) - DB063 - DB064 - GAGVI - IBIKI - ROKMU - DB070 - ROSNO - ODLUN.
ODLUN 1Z JET ACFT only	(600+) - DB063 - DB064 - GAGVI - IBIKI - LULUL - ESIKA - LOGDO - ODLUN.

ODLUN 1Q, 1R	Gnd speed-KT	75	100	150	200	250	300
These SIDs require a minimum climb gradient of 610 per NM (10.0%) up to FL100, due air-space structure.	610 per NM	763	1017	1525	2033	2542	3050

ODLUN 1Q: If unable to comply, file ODLUN 1Z.
ODLUN 1R: If unable to comply file ODLUN 1Y.



EDDB/BER
BERLIN BRANDENBURG



30 OCT 20 **20-3V6** **EFF 4 Nov**

BERLIN BRANDENBURG
GERMANY

RNAV SID (OVERLAY)

Initial climb clearance 5000	
SID	ROUTING
ODLUN 1N JET ACFT only	(600+) - DB263 - LULUL - ESIKA - LOGDO - ODLUN.
ODLUN 1P PROP/TURBOPROP ACFT only	(600+) - ROKMU - DB070 - ROSNO - ODLUN.

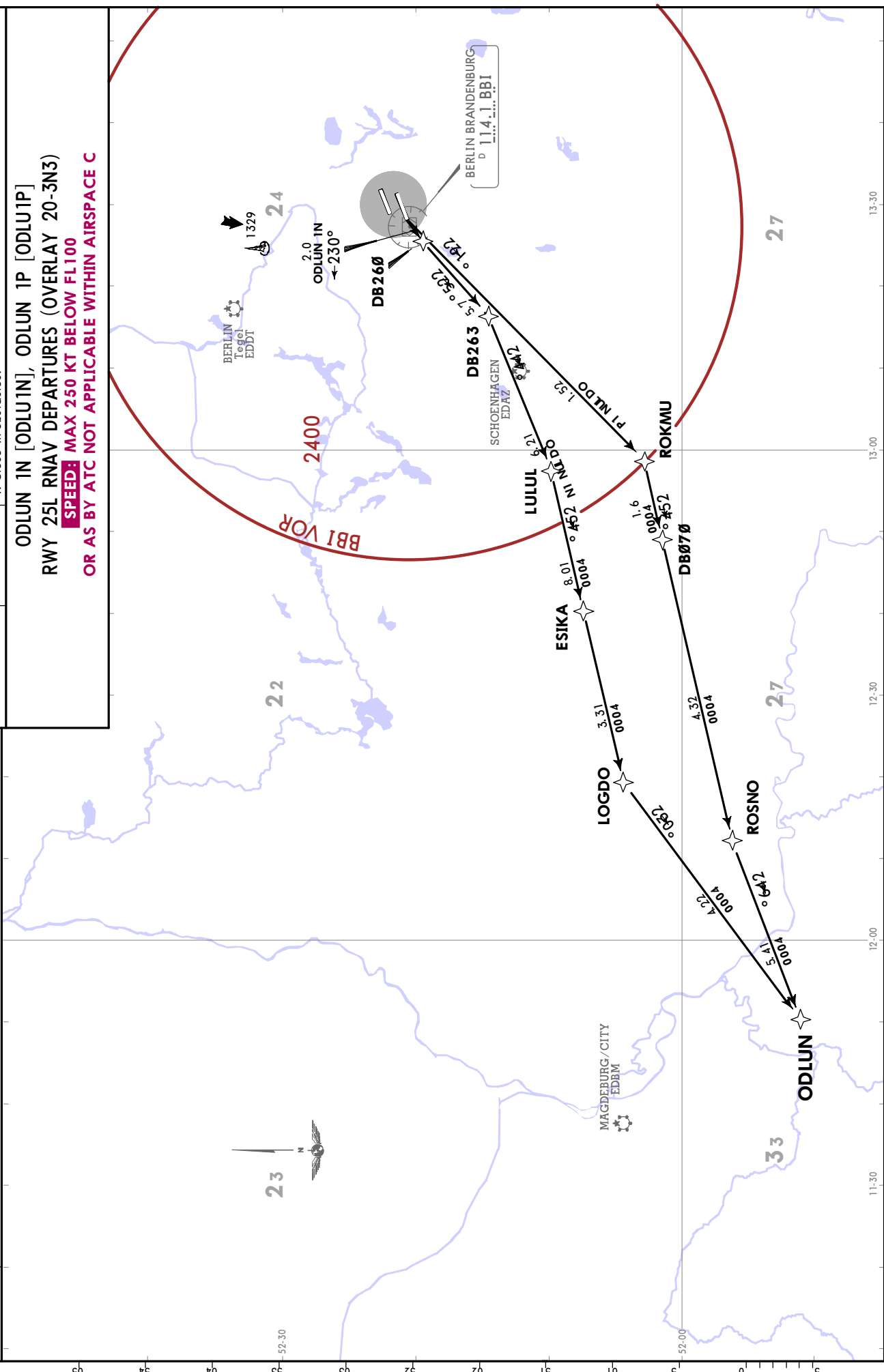
BREMEN Radar (APP)
120.630

Apt Elev
156

Trans alt: 5000

1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.
2. Contact BREMEN Radar when advised by Tower.
3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
4. Close-in obstacles.

ODLUN 1N [ODLUN], ODLUN 1P [ODLU1P]
RWY 25L RNAV DEPARTURES (OVERLAY 20-3N3)
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance 5000

ROUTING

ODLUN 1A (600+) - DB240 - DB247 - VAVIV - IBCAL - SUKIP - DB250 - ODLUN.
JET ACFT only

ODLUN 1C (600+) - DB240 - DB241 - DB242 (K230-) - DB243 - DB246 - DEXUG - BUREL - UBIGI - PROP/TURBOPROP ACFT only

BREMEN Radar (APP)
134.430

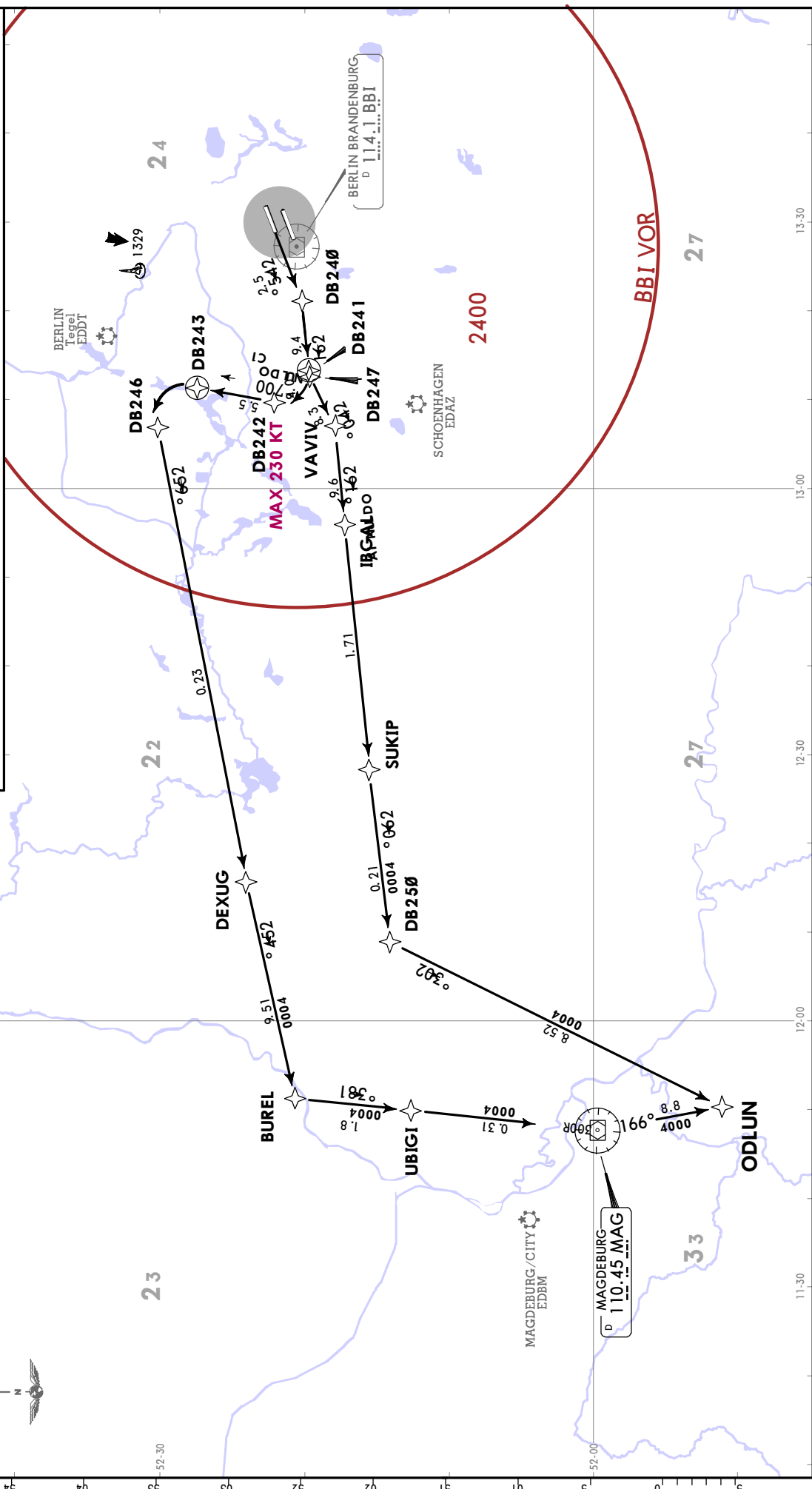
Apt Elev
156

Trans alt: 5000

1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.
2. Contact BREMEN Radar when advised by Tower.
3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
4. Close-in obstacles.

ODLUN 1A [ODLUTA]
ODLUN 1C [ODLUTC]

RWY 25R RNAV DEPARTURES (OVERLAY 20-3N4)
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C



EDDB/BER
BERLIN BRANDENBURG

BERLIN BRANDENBURG
GERMANY



30 OCT 20 (20-3V8) Eff 4 Nov

RNAV SID (OVERLAY)

POVEL 1B, 1D: Initial climb clearance 5000	
POVEL 1J, 1K: Initial climb clearance 4000	
ROUTING	
POVEL 1B JET ACFT only	(600+) · DB058 (2000+) · DB065 (6000+) · BIKPO (9500+) · KUBUM · SUKIP · DB250 · UBIGI · POVEL.
POVEL 1D PROP/TURBOPROP ACFT only	(600+) · DB058 (2000+) · DB065 (6000+) · BIKPO (9500+) · KUBUM · DEXUG · BUREL · POVEL.
POVEL 1J PROP/TURBOPROP ACFT only	(600+) · DB066 · DB067 · BIKPO · KUBUM · DEXUG · BUREL · POVEL.
POVEL 1K JET ACFT only	(600+) · DB066 · DB067 · BIKPO · KUBUM · SUKIP · DB250 · UBIGI · POVEL.

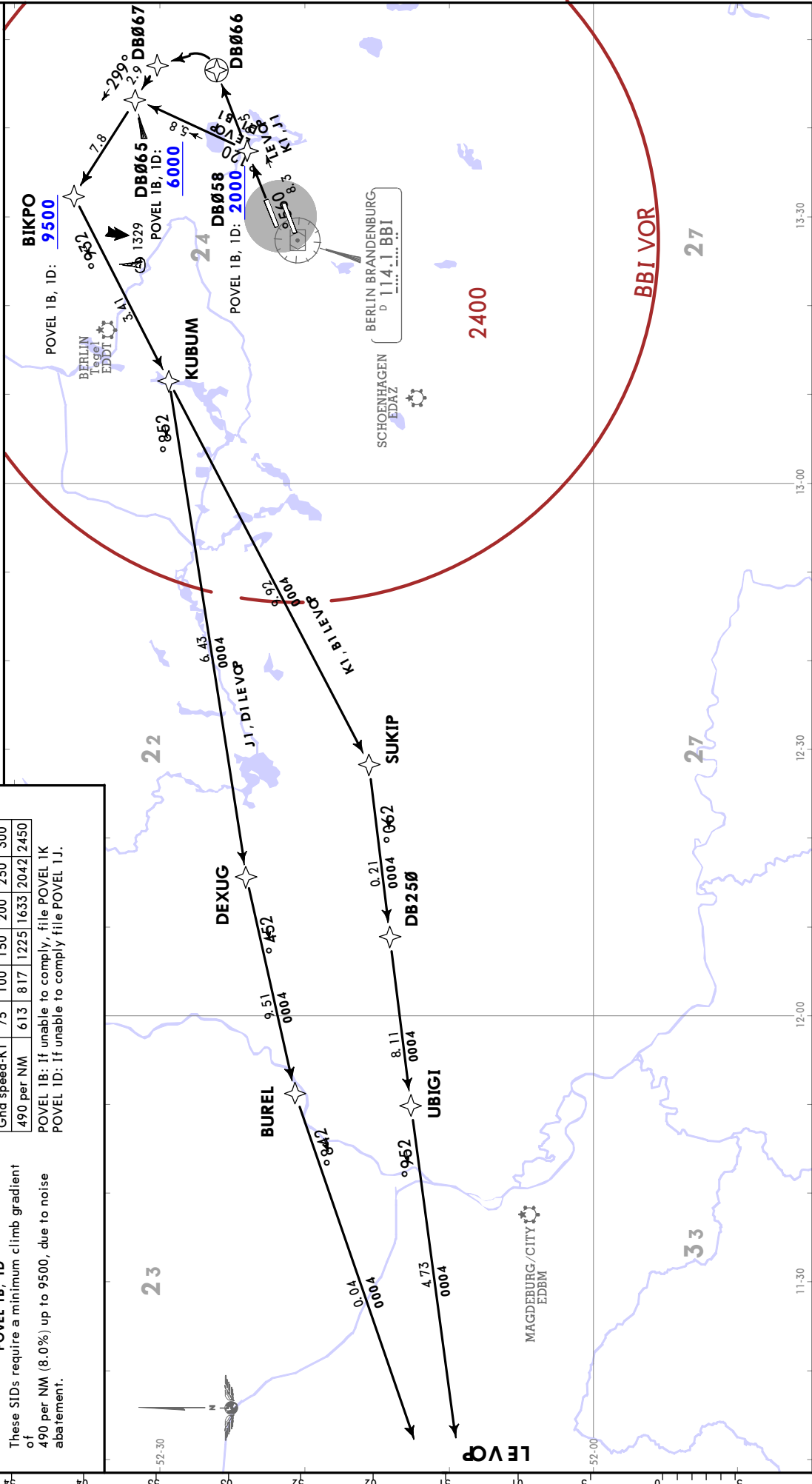
Grnd speed-KT	75	100	150	200	250	300
490 per NM	613	817	1225	1633	2042	2450

POVEL 1B: If unable to comply, file POVEL 1K
POVEL 1D: If unable to comply file POVEL 1J.

POVEL 1B, 1D
These SIDs require a minimum climb gradient of 490 per NM (8.0%) up to 9500, due to noise abatement.

Trans alt: 5000
1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.
2. Contact BREMEN Radar when advised by Tower.
3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
4. Close-in obstacles.

**POVEL 1B [POVE1B], POVEL 1D [POVE1D]
POVEL 1J [POVE1J], POVEL 1K [POVE1K]
RWY 07L RNAV DEPARTURES (OVERLAY 20-3N5)
SPEED MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C**



POVEL 1Q, IR: Initial climb clearance **FL80**
POVEL 1Y, 1Z: Initial climb clearance **4000**

ROUTING

POVEL 1Q
JET ACFT only
RFL MINM FL120
DB060 (K200+; 600+) - DB061 (K200-) - MOVOM - POBAM - LULUL - ESIKA - LOGDO -
MAG - EMBOX - POVEL.

POVEL 1R
PROP/TURBOPROP
ACFT only
RFL MINM FL120
DB060 (K200+; 600+) - DB061 (K200-) - MOVOM - POBAM - ROKMU - DB070 - ROSNO -
MAG - EMBOX - POVEL.

POVEL 1Y
PROP/TURBOPROP
JET ACFT only
(600+) - DB063 - DB064 - GAGVI - IBIKI - ROKMU - DB070 - ROSNO - MAG - EMBOX -
POVEL.

POVEL 1Z
JET ACFT only
(600+) - DB063 - DB064 - GAGVI - IBIKI - LULUL - ESIKA - LOGDO - MAG - EMBOX -
POVEL.

POVEL 1Q, IR

Gnd speed-KT	75	100	150	200	250	300
610 per NM	763	1017	1525	2033	2542	3050

POVEL 1Q: If unable to comply, file POVEL 1Z.
POVEL 1R: If unable to comply file POVEL 1Y.

These SIDs require a minimum climb gradient of 610 per NM (10.0%) up to FL100, due airspace structure.

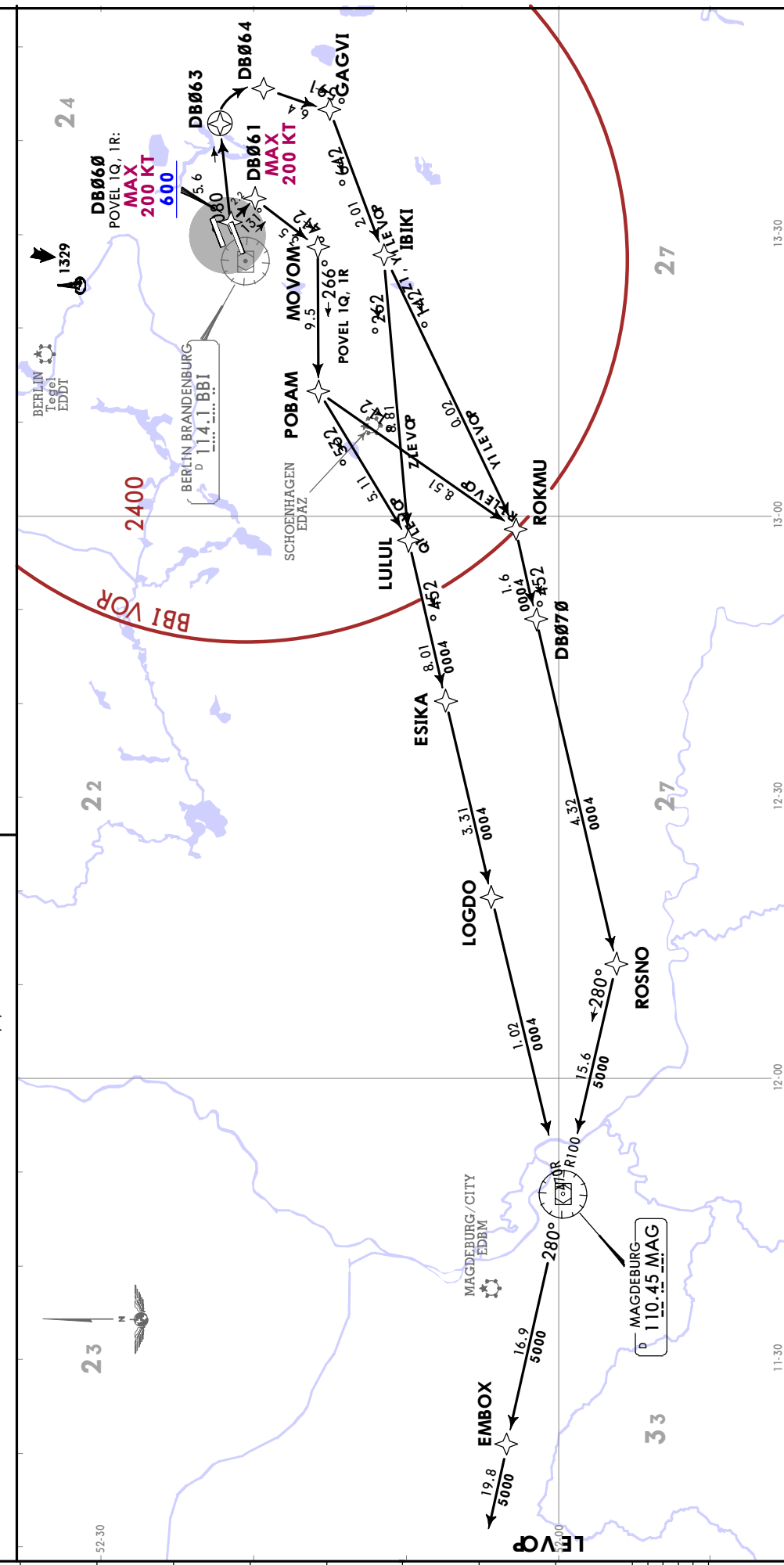
Trans alt: 5000

1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.
2. Contact BREMEN Radar when advised by Tower.
3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
4. Close-in obstacles.

POVEL 1Q [POVE1Q], POVEL 1R [POVE1R]
POVEL 1Y [POVE1Y], POVEL 1Z [POVE1Z]
RWY 07R RNAV DEPARTURES (OVERLAY 20-3N6)
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C

BREMEN Radar (APP)
120.630

Apt Elev
156



EDDB/BER
BERLIN BRANDENBURG

BERLIN BRANDENBURG
GERMANY
JEYPESEN
30 OCT 20
Eff 4 Nov
20-3X
RNAV SID (OVERLAY)

Initial climb clearance 5000

ROUTING

SID	
POVEL IN JET ACFT only	(600+) - DB260 - DB263 - LULUL - ESIKA - LOGDO - MAG - EMBOX - POVEL.
POVEL IP PROP/TURBOPROP ACFT only	(600+) - ROKMU - DB070 - ROSNO - MAG - EMBOX - POVEL.

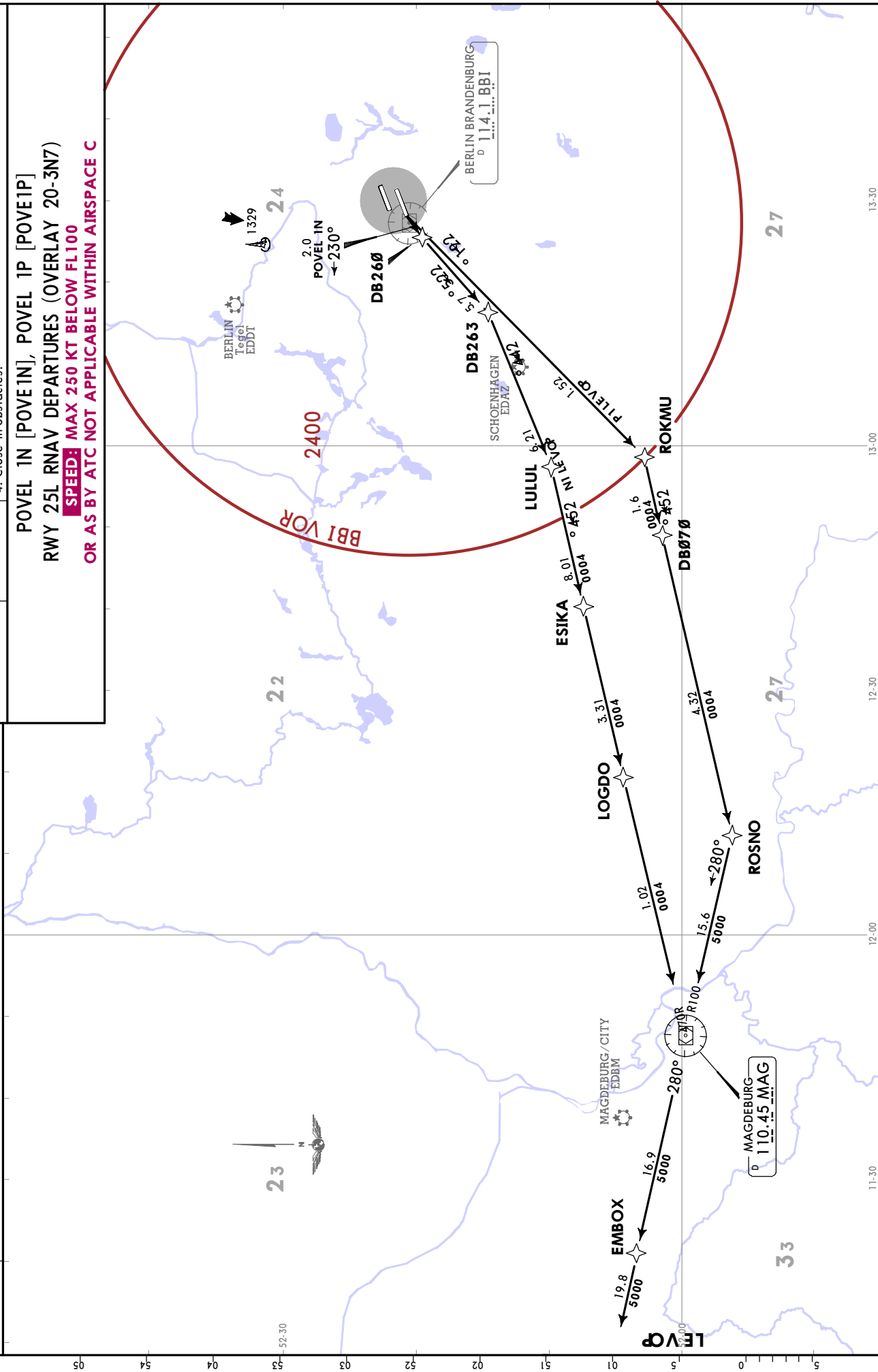
Trans alt: 5000

1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.
2. Contact BREMEN Radar when advised by Tower.
3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
4. Close-in obstacles.

BREMEN Radar (APP)
120.630

Apt Elev
156

POVEL IN [POVEIN], POVEL IP [POVEIP]
RWY 25L RNAV DEPARTURES (OVERLAY 20-3N7)
[SPEED] MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C



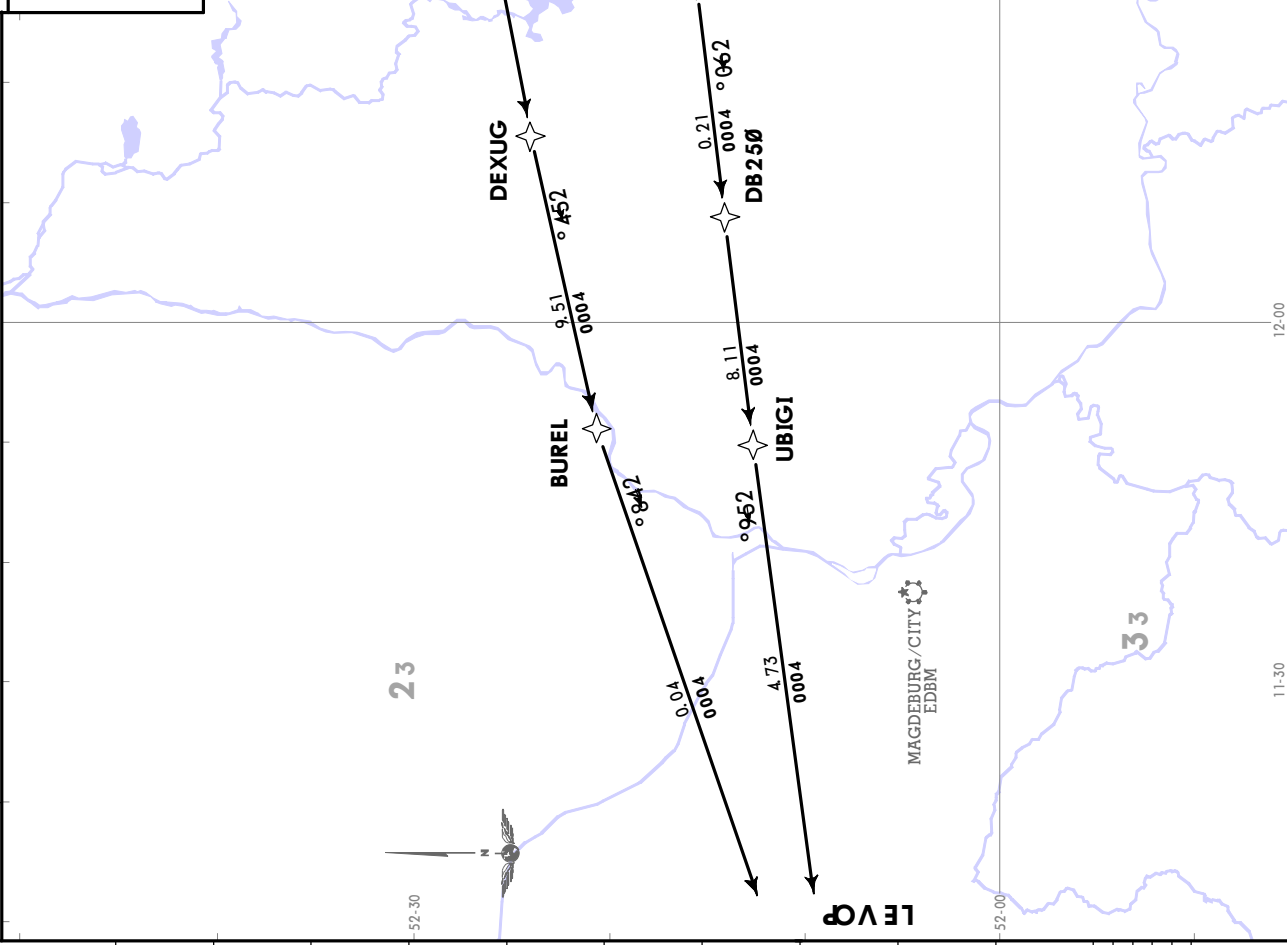
Initial climb clearance 5000	
SID	ROUTING
POVEL 1A JET ACFT only	(600+) - DB240 - DB247 - VAVIV - IBCAL - SUKIP - DB250 - UBIGI - POVEL.
POVEL 1C PROP/TURBOPROP ACFT only	(600+) - DB240 - DB241 - DB242 (K230-) - DB243 - DB246 - DEXUG - POVEL.

Trans alt: 5000

1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.
2. Contact BREMEN Radar when advised by Tower.
3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
4. Close-in obstacles.

POVEL 1A [POVE1A]
POVEL 1C [POVE1C]

RWY 25R RNAV DEPARTURES (OVERLAY 20-3N8)
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C



EDDB/BER
BERLIN BRANDENBURG

BERLIN BRANDENBURG
GERMANY



30 OCT 20 (20-3X2) Eff 4 Nov

RNAV SID (OVERLAY)

SOGMA 1B, 1D: Initial climb clearance 5000	
SOGMA 1J, 1K: Initial climb clearance 4000	
ROUTING	
SOGMA 1B JET ACFT only	(600+) - DB058 (2000+) - DB065 (6000+) - BIKPO (9500+) - KUBUM - SUKIP - DEXUG - SOGMA.
SOGMA 1D PROP/TURBOPROP ACFT only	(600+) - DB058 (2000+) - DB065 (6000+) - BIKPO (9500+) - KUBUM - DEXUG - SOGMA.
SOGMA 1J PROP/TURBOPROP ACFT only	(600+) - DB066 - DB067 - BIKPO - KUBUM - DEXUG - SOGMA.
SOGMA 1K JET ACFT only	(600+) - DB066 - DB067 - BIKPO - KUBUM - SUKIP - DEXUG - SOGMA.

Gnd speed-KT	75	100	150	200	250	300
490 per NM	613	817	1225	1633	2042	2450

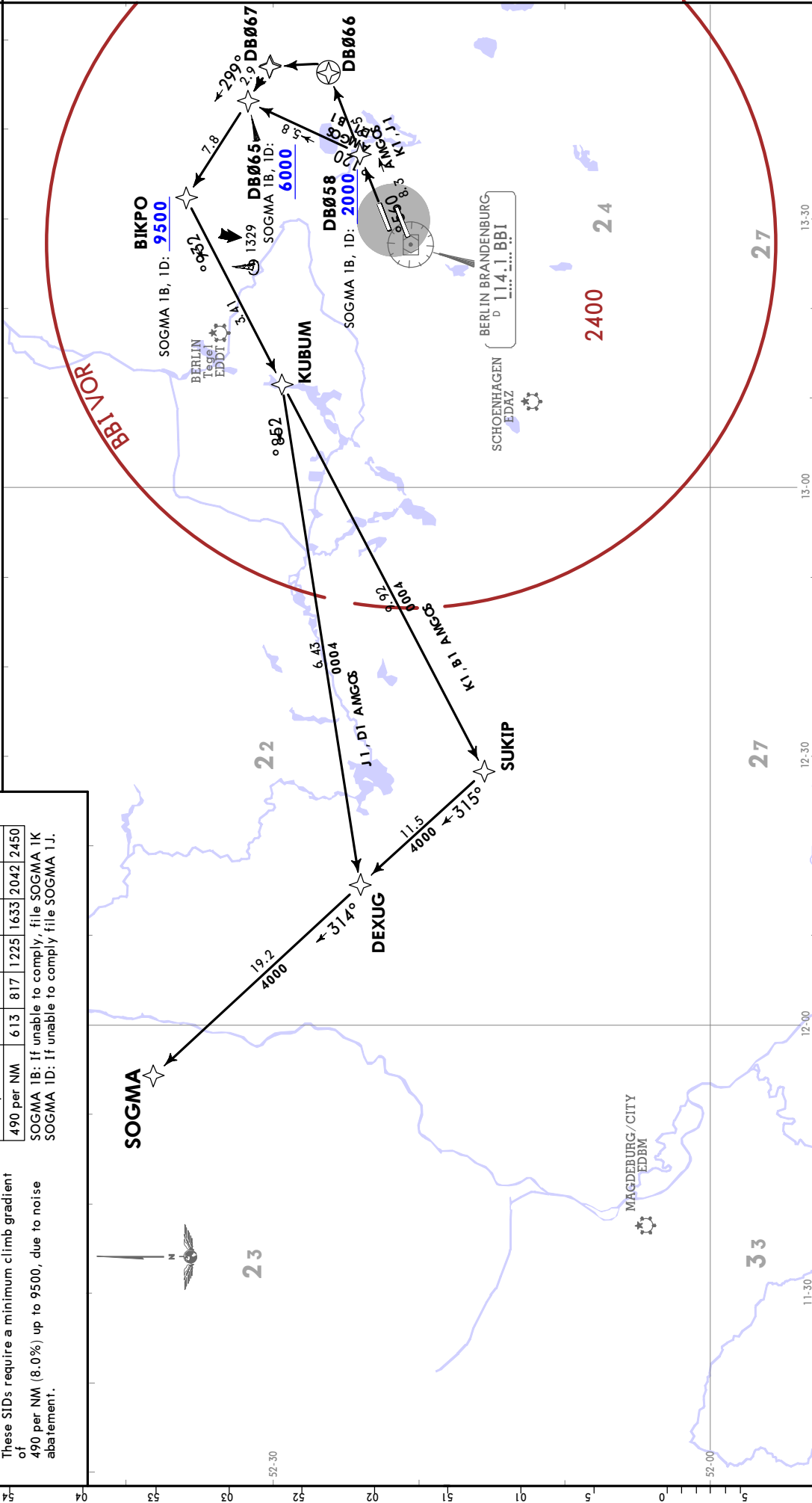
SOGMA 1B: If unable to comply, file SOGMA 1K
SOGMA 1D: If unable to comply file SOGMA 1J.

SOGMA 1B, 1D
These SIDs require a minimum climb gradient of 490 per NM (8.0%) up to 9500, due to noise abatement.

Trans alt: 5000
1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.
2. Contact BREMEN Radar when advised by Tower.
3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
4. Close-in obstacles.

**SOGMA 1B [SOGM1B], SOGMA 1D [SOGM1D]
SOGMA 1J [SOGM1J], SOGMA 1K [SOGM1K]
RWY 07L RNAV DEPARTURES (OVERLAY 20-3Q)**

**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C**



Trans alt: 5000

1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.

2. Contact BREMEN Radar when advised by Tower.

3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.

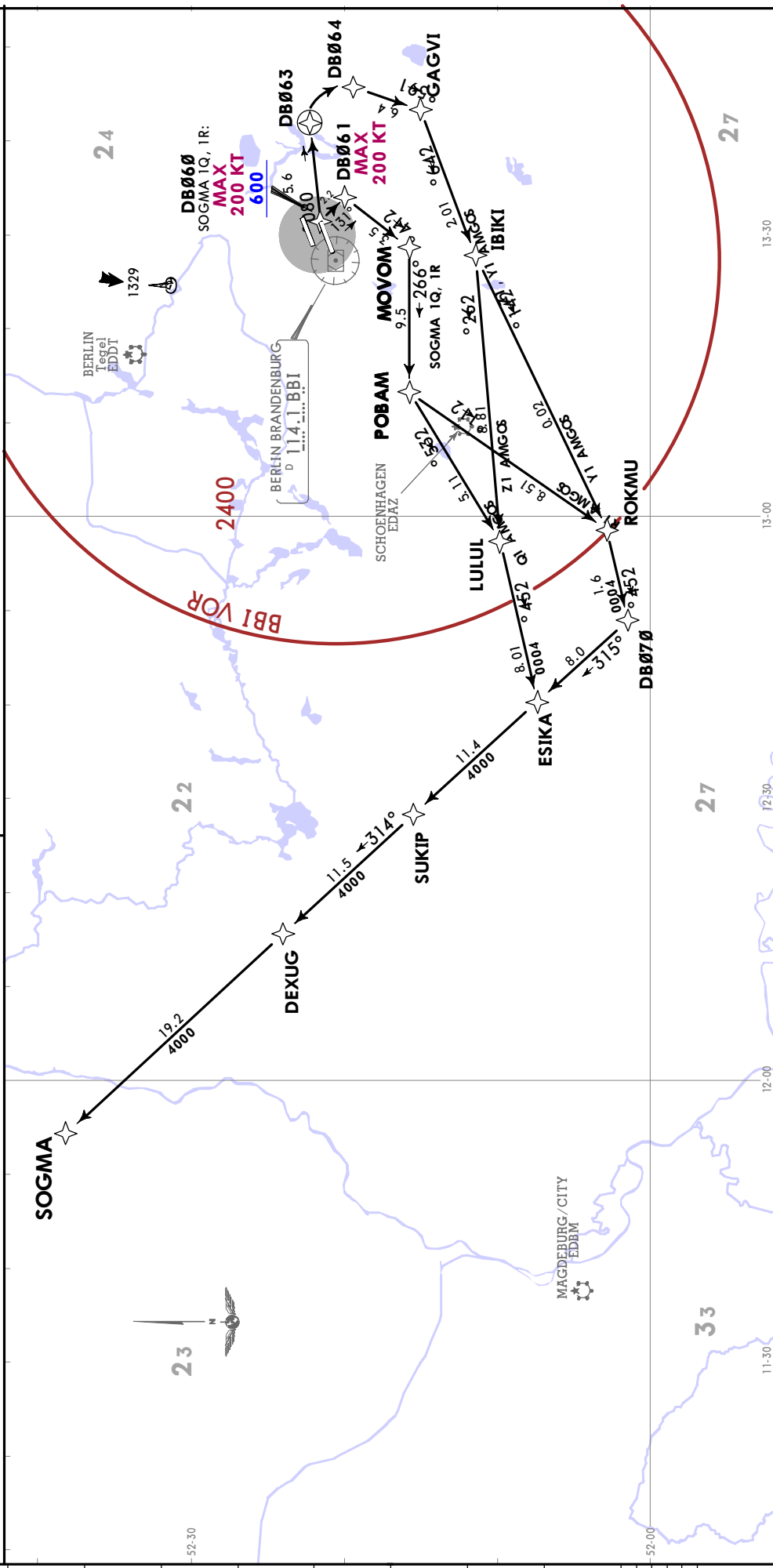
4. Close-in obstacles.

BREMEN Radar (APP)
120.630

Apt Elev
156

**SOGMA 1Q [SOGM1Q], SOGMA 1R [SOGM1R]
SOGMA 1Y [SOGM1Y], SOGMA 1Z [SOGM1Z]
RWY 07R RNAV DEPARTURES (OVERLAY 20-3Q1)
SPEED MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C**

SID	ROUTING	Gnd speed-KT	75	100	150	200	250	300
SOGMA 1Q JET ACFT only REFL MINM FL120	DB060 (K200-; 600+); 600-; DB061 (K200-); MOVOM - POBAM - LULUL - ESIKA - SUKIP - DEXUG - SOGMA.	610 per NM	763	1017	1525	2033	2542	3050
SOGMA 1R PROP/TURBOPROP ACFT only REFL MINM FL120	DB060 (K200-; 600+); 600-; DB061 (K200-); MOVOM - POBAM - ROKMU - DB070 - ESIKA - SUKIP - DEXUG - SOGMA.	SOGMA 1Q: If unable to comply, file SOGMA 1Z. SOGMA 1R: If unable to comply file SOGMA 1Y.						
SOGMA 1Y PROP/TURBOPROP	(600+); DB063 - DB064 - GAGVI - IBIKI - ROKMU - DB070 - ESIKA - SUKIP - DEXUG - SOGMA.							
SOGMA 1Z JET ACFT only	(600+); DB063 - DB064 - GAGVI - IBIKI - LULUL - ESIKA - SUKIP - DEXUG - SOGMA.							



EDDB/BER
BERLIN BRANDENBURG



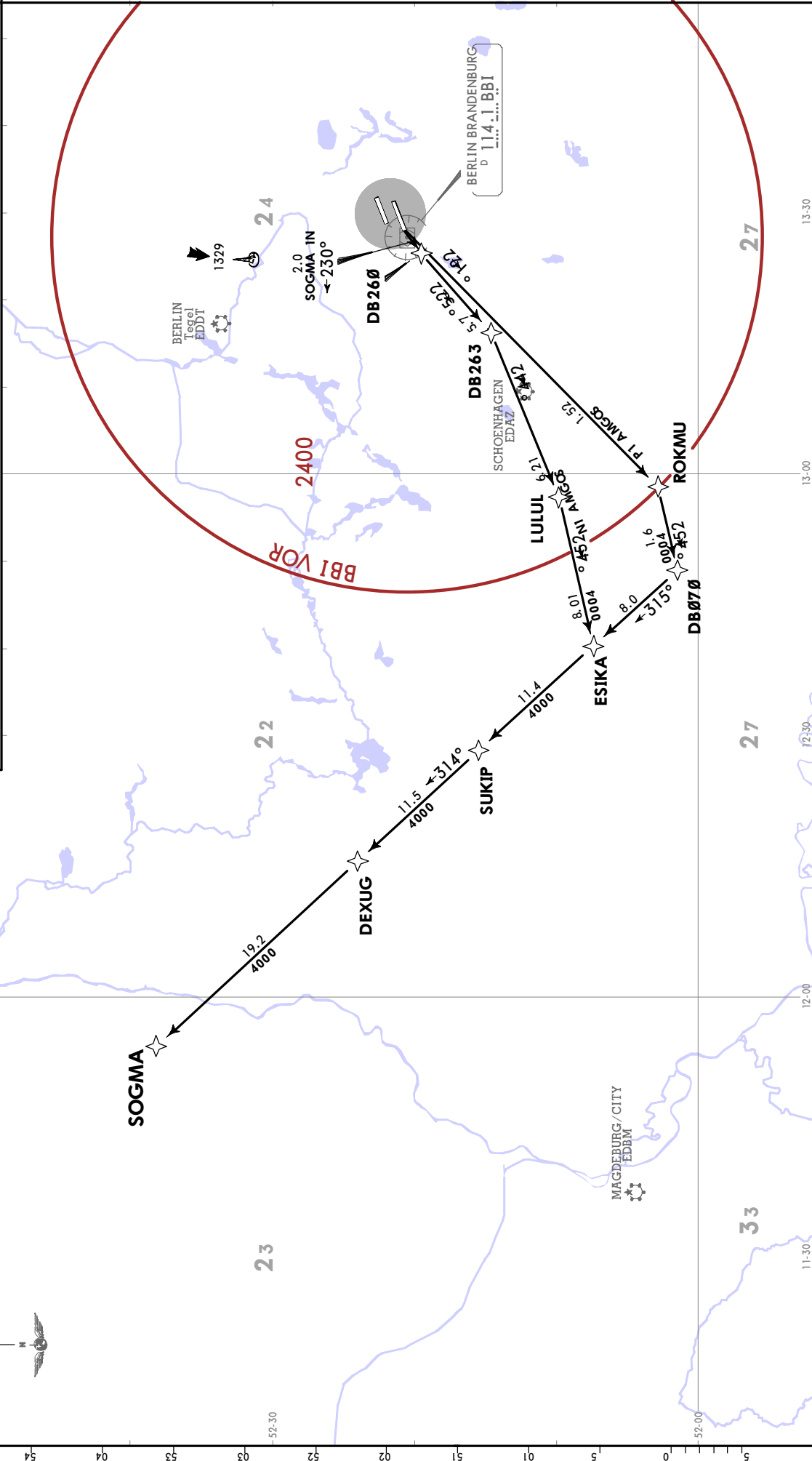
30 OCT 20 (20-3X4) Eff 4 Nov

BERLIN BRANDENBURG
GERMANY
RNAV SID (OVERLAY)

Initial climb clearance 5000	
SID	ROUTING
SOGMA 1N JET ACFT only	(600+) - DB260 - DB263 - LULUL - ESIKA - SUKIP - DEXUG - SOGMA.
SOGMA 1P PROP/TURBOPROP ACFT only	(600+) - ROKMU - DB070 - ESIKA - SUKIP - DEXUG - SOGMA.

Trans alt: 5000
1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.
2. Contact BREMEN Radar when advised by Tower.
3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
4. Close-in obstacles.

**SOGMA 1N [SOGM1N], SOGMA 1P [SOGM1P]
RWY 25L RNAV DEPARTURES (OVERLAY 20-3Q2)
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C**



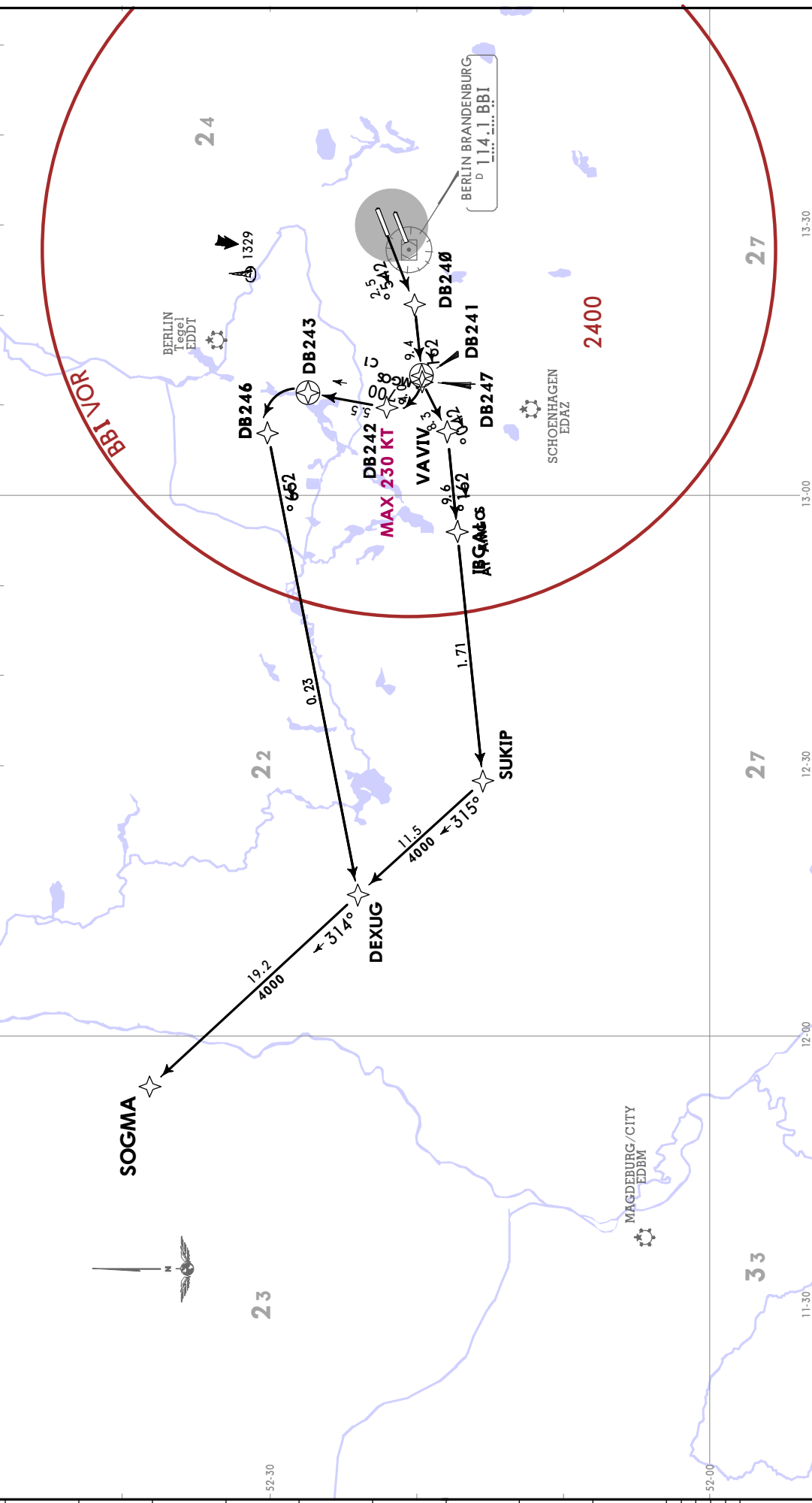
Initial climb clearance 5000	
SID	ROUTING
SOGMA 1A JET ACFT only	(600+) - DB240 - DB247 - VAVIV - IBCAL - SUKIP - DEXUG - SOGMA.
SOGMA 1C PROP/TURBOPROP ACFT only	(600+) - DB240 - DB241 - DB242 (K230.) - DB243 - DB246 - DEXUG - SOGMA.

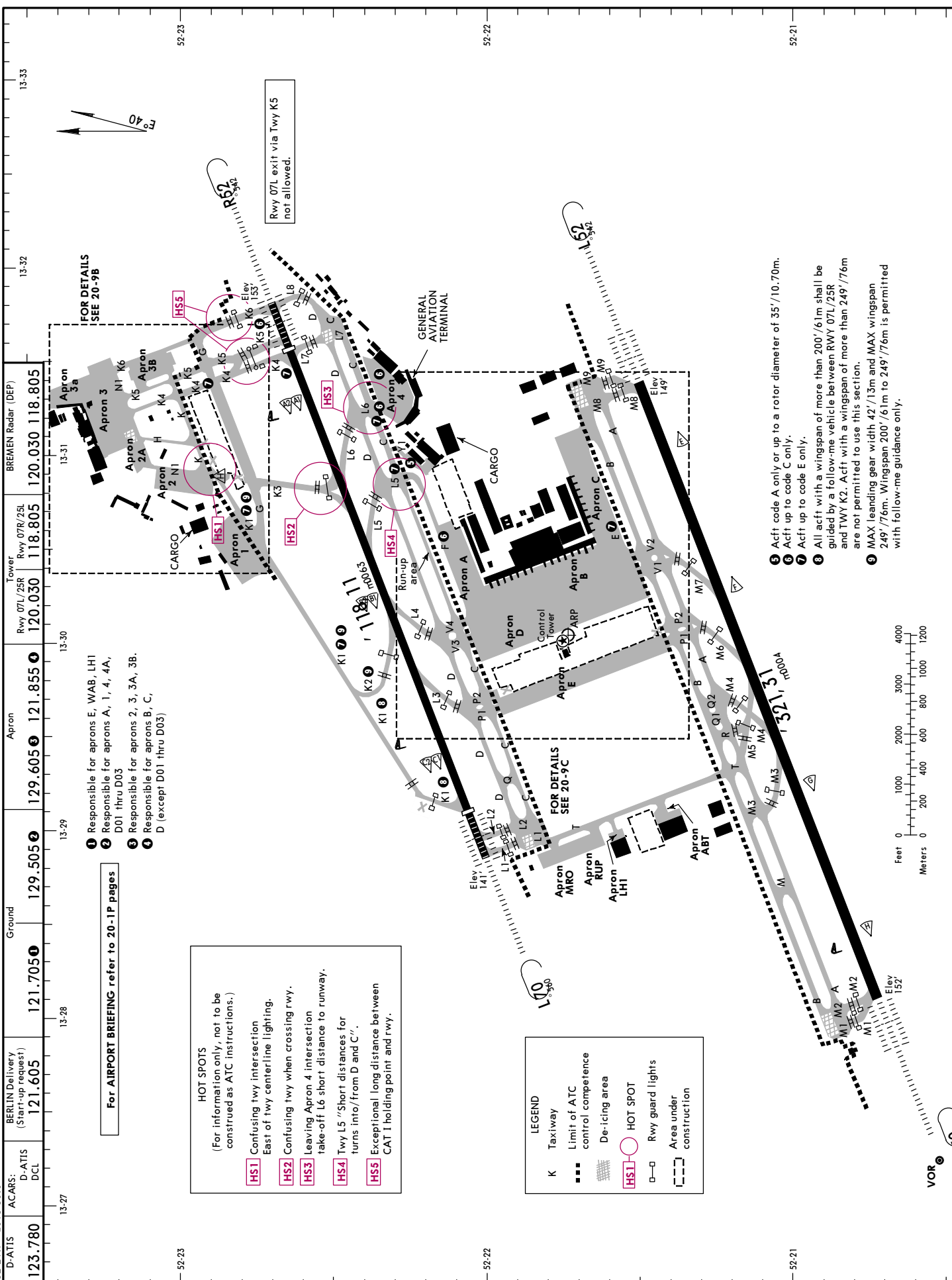
Trans alt: 5000

1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.
2. Contact BREMEN Radar when advised by Tower.
3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
4. Close-in obstacles.

SOGMA 1A [SOGM1A]
SOGMA 1C [SOGM1C]

RWY 25R RNAV DEPARTURES (OVERLAY 20-3Q3)
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C





D-ATIS	ACARS	D-ATIS	DCL	Ground	Apron	Tower	BREMEN Radar (DEF)
123.780		121.605	121.605	121.705	129.505	120.030	120.030
						Rwy 07R/25L	118.805
						Rwy 07L/25R	121.855
							118.805
							120.030
							118.805
							120.030
							118.805

- 1 Responsible for aprons E, WAB, LHI
- 2 Responsible for aprons A, 1, 4, 4A, D01 thru D03
- 3 Responsible for aprons 2, 3, 3A, 3B, D (except D01 thru D03)
- 4 Responsible for aprons B, C, D (except D01 thru D03)

For AIRPORT BRIEFING refer to 20-1P pages

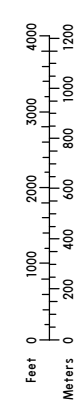
HOT SPOTS
(For information only, not to be construed as ATC instructions.)

- HS1 Confusing twy intersection East of twy centerline lighting.
- HS2 Confusing twy when crossing rwy.
- HS3 Leaving Apron 4 intersection take-off L6 short distance to runway.
- HS4 Twy L5 "Short distances for turns into/ from D and C".
- HS5 Exceptional long distance between CAT I holding point and twy.

LEGEND

- K Taxiway
- Limit of ATC control competence
- ▨ De-icing area
- HS1-5 HOT SPOT
- Rwy guard lights
- ▭ Area under construction

- 5 Acft code A only or up to a rotor diameter of 35'/10.70m.
- 6 Acft up to code C only.
- 7 Acft up to code E only.
- 8 All acft with a wingspan of more than 200'/61m shall be guided by a follow-me vehicle between RWY 07L/25R and TWY K2. Acft with a wingspan of more than 249'/76m are not permitted to use this section.
- 9 MAX landing gear width 42'/13m and MAX wingspan 249'/76m. Wingspan 200'/61m to 249'/76m is permitted with follow-me guidance only.



EDDB/BER

JEPPesenBERLIN BRANDENBURG, GERMANY

15 JAN 21 (20-9A)

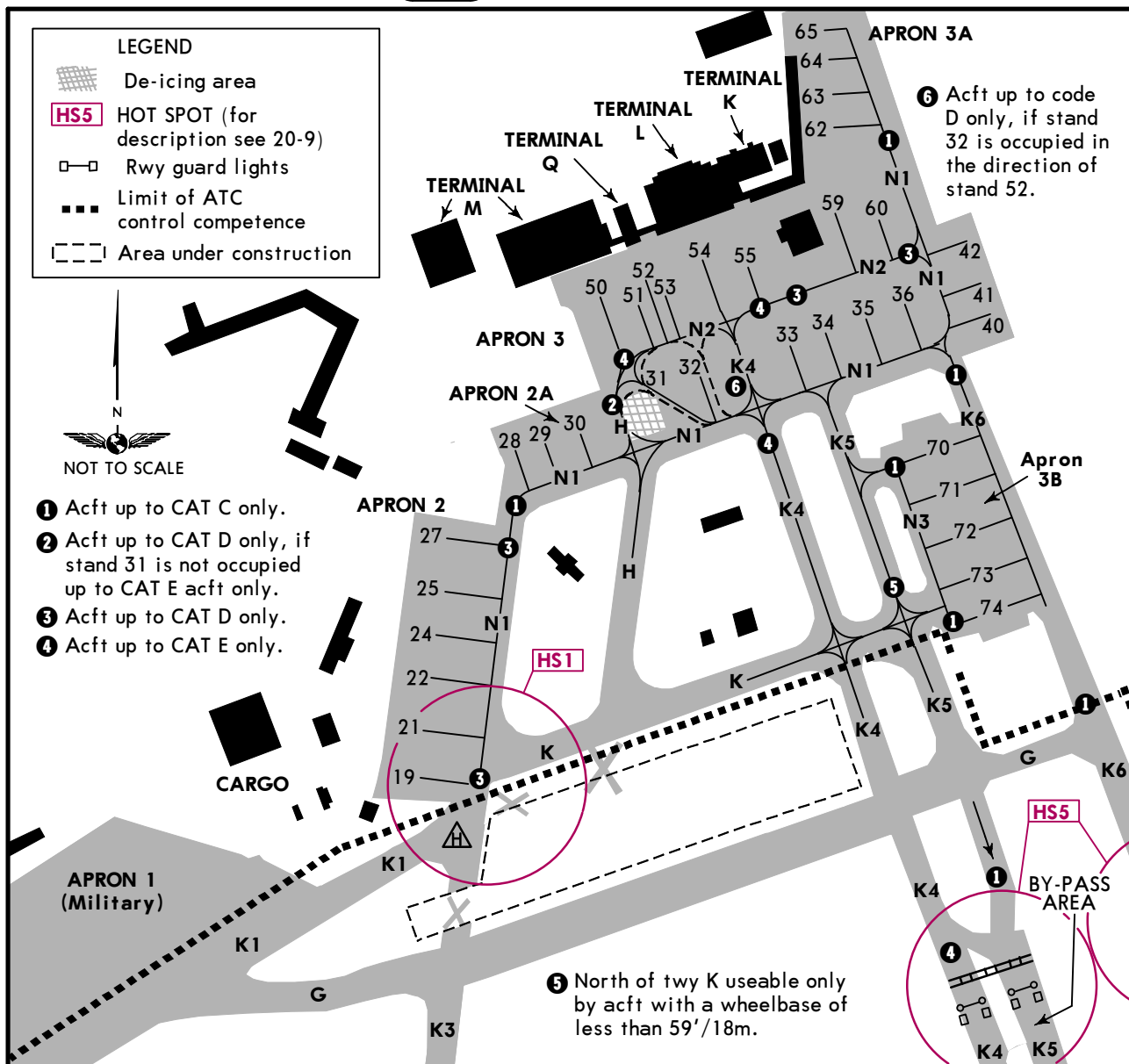
BERLIN BRANDENBURG

ADDITIONAL RUNWAY INFORMATION						USABLE LENGTHS		TAKE-OFF	WIDTH																																													
RWY						LANDING BEYOND																																																
						Threshold	Glide Slope																																															
07L	HIRL CL (15m) ALSF-II TDZ PAPI-L(3.0°)				① RVR	10,827' 3300m	9856' 3004m	③	148' 45m																																													
25R	HIRL CL (15m) ALSF-II TDZ PAPI-L(3.0°)				② RVR		9733' 2967m																																															
<p>① HST - L5, L6 ② HST - L3, L4 ③ TAKE-OFF RUN AVAILABLE</p> <p><u>RWY 07L:</u></p> <table> <tr><td>From rwy head</td><td>11,811'</td><td>(3600m)</td></tr> <tr><td>twy L2 int</td><td>11,483'</td><td>(3500m)</td></tr> <tr><td>twy K1 int</td><td>10,827'</td><td>(3300m)</td></tr> <tr><td>twy L3 int</td><td>8104'</td><td>(2470m)</td></tr> <tr><td>twy K2 int</td><td>7054'</td><td>(2150m)</td></tr> <tr><td>twy L4 int</td><td>6562'</td><td>(2000m)</td></tr> <tr><td>twy L6 int</td><td>3904'</td><td>(1190m)</td></tr> <tr><td>twy K3 int</td><td>3675'</td><td>(1120m)</td></tr> </table> <p><u>RWY 25R:</u></p> <table> <tr><td>From rwy head</td><td>11,811'</td><td>(3600m)</td></tr> <tr><td>twy K5 int</td><td>11,106'</td><td>(3385m)</td></tr> <tr><td>twy K4 int</td><td>10,827'</td><td>(3300m)</td></tr> <tr><td>twy L7 int</td><td>10,827'</td><td>(3300m)</td></tr> <tr><td>twy L6 int</td><td>8251'</td><td>(2515m)</td></tr> <tr><td>twy K3 int</td><td>7710'</td><td>(2350m)</td></tr> <tr><td>twy L5 int</td><td>6775'</td><td>(2065m)</td></tr> </table>										From rwy head	11,811'	(3600m)	twy L2 int	11,483'	(3500m)	twy K1 int	10,827'	(3300m)	twy L3 int	8104'	(2470m)	twy K2 int	7054'	(2150m)	twy L4 int	6562'	(2000m)	twy L6 int	3904'	(1190m)	twy K3 int	3675'	(1120m)	From rwy head	11,811'	(3600m)	twy K5 int	11,106'	(3385m)	twy K4 int	10,827'	(3300m)	twy L7 int	10,827'	(3300m)	twy L6 int	8251'	(2515m)	twy K3 int	7710'	(2350m)	twy L5 int	6775'	(2065m)
From rwy head	11,811'	(3600m)																																																				
twy L2 int	11,483'	(3500m)																																																				
twy K1 int	10,827'	(3300m)																																																				
twy L3 int	8104'	(2470m)																																																				
twy K2 int	7054'	(2150m)																																																				
twy L4 int	6562'	(2000m)																																																				
twy L6 int	3904'	(1190m)																																																				
twy K3 int	3675'	(1120m)																																																				
From rwy head	11,811'	(3600m)																																																				
twy K5 int	11,106'	(3385m)																																																				
twy K4 int	10,827'	(3300m)																																																				
twy L7 int	10,827'	(3300m)																																																				
twy L6 int	8251'	(2515m)																																																				
twy K3 int	7710'	(2350m)																																																				
twy L5 int	6775'	(2065m)																																																				
07R	HIRL CL ALSF-II TDZ PAPI-L(3.0°)				⑤ RVR		12,029' 3666m	⑦	197' 60m																																													
④ 25L	HIRL CL ALSF-II TDZ PAPI-L(3.0°)				⑥ RVR		12,090' 3685m																																															
<p>④ Rwy grooved ⑤ HST - M4, M6 ⑥ HST - M3, M5-R ⑦ TAKE-OFF RUN AVAILABLE</p> <p><u>RWY 07R:</u></p> <table> <tr><td>From rwy head</td><td>13,123'</td><td>(4000m)</td></tr> <tr><td>twy M3 int</td><td>8120'</td><td>(2475m)</td></tr> <tr><td>twy M5 int</td><td>6594'</td><td>(2010m)</td></tr> </table> <p><u>RWY 25L:</u></p> <table> <tr><td>From rwy head</td><td>13,123'</td><td>(4000m)</td></tr> <tr><td>twy M7 int</td><td>8907'</td><td>(2715m)</td></tr> <tr><td>twy M6 int</td><td>7431'</td><td>(2265m)</td></tr> <tr><td>twy M4 int</td><td>5889'</td><td>(1795m)</td></tr> </table>										From rwy head	13,123'	(4000m)	twy M3 int	8120'	(2475m)	twy M5 int	6594'	(2010m)	From rwy head	13,123'	(4000m)	twy M7 int	8907'	(2715m)	twy M6 int	7431'	(2265m)	twy M4 int	5889'	(1795m)																								
From rwy head	13,123'	(4000m)																																																				
twy M3 int	8120'	(2475m)																																																				
twy M5 int	6594'	(2010m)																																																				
From rwy head	13,123'	(4000m)																																																				
twy M7 int	8907'	(2715m)																																																				
twy M6 int	7431'	(2265m)																																																				
twy M4 int	5889'	(1795m)																																																				

	Standard TAKE-OFF					
	Low Visibility Take-off					
	① HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A						
B	TDZ, MID, RO	TDZ, MID, RO				
C	RVR 125m	RVR 150m	RVR 200m	RVR 300m	400m	500m
D						
① RWY 07L, 07R, 25L, 25R: RVR 75m with approved guidance system or HUD/HUDLS.						

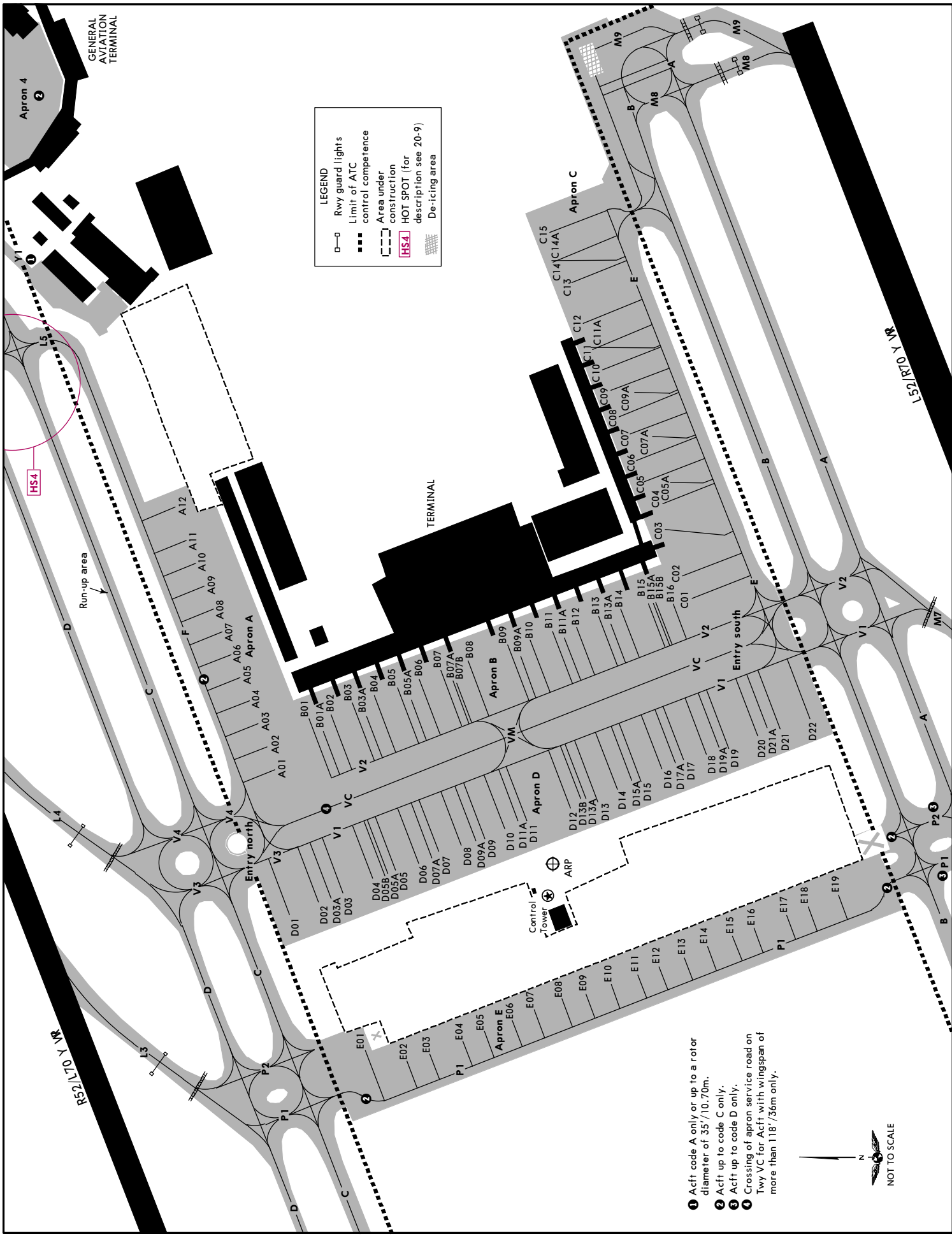
EDDB/BER

JEPPesenBERLIN BRANDENBURG, GERMANY
 15 JAN 21 (20-9B) BERLIN BRANDENBURG



INS COORDINATES

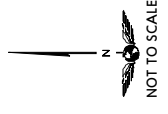
STAND No.	COORDINATES	STAND No.	COORDINATES
19, 21	N52 22.9 E013 30.8	54, 55	N52 23.3 E013 31.2
22 thru 25	N52 23.0 E013 30.8	59	N52 23.3 E013 31.3
27	N52 23.1 E013 30.8	60	N52 23.3 E013 31.4
28	N52 23.1 E013 30.9	62 thru 65	N52 23.4 E013 31.3
29	N52 23.1 E013 31.0	70, 71	N52 23.1 E013 31.4
30	N52 23.2 E013 31.0	72, 73	N52 23.1 E013 31.5
31	N52 23.2 E013 31.1	74	N52 23.0 E013 31.5
32	N52 23.2 E013 31.2		
33 thru 35	N52 23.2 E013 31.3		
36	N52 23.3 E013 31.4		
40	N52 23.2 E013 31.5		
41, 42	N52 23.3 E013 31.5		
50	N52 23.2 E013 31.0		
51	N52 23.2 E013 31.1		
52, 53	N52 23.3 E013 31.1		



LEGEND

- Rwy guard lights
- Limit of ATC control competence
- Area under construction
- H54 HOT SPOT (for description see 20-9)
- De-icing area

- ① Actf code A only or up to a rotor diameter of 35'/10.70m.
- ② Actf up to code C only.
- ③ Actf up to code D only.
- ④ Crossing of apron service road on Twy VC for Actf with wingspan of more than 118' /36m only.



EDDB/BER


JEPPESEN BERLIN BRANDENBURG, GERMANY

30 OCT 20

20-9D

Eff 4 Nov

BERLIN BRANDENBURG

INS COORDINATES		
STAND No.	COORDINATES	
A01	N52 22.0	E013 30.2
A02 thru A04	N52 22.0	E013 30.3
A05	N52 22.0	E013 30.4
A06, A07	N52 22.1	E013 30.4
A08, A09	N52 22.1	E013 30.5
A10 thru A12	N52 22.1	E013 30.6
B01 thru B02	N52 22.0	E013 30.3
B03 thru B07	N52 21.9	E013 30.3
B07A, B07B	N52 21.9	E013 30.4
B08 thru B10	N52 21.8	E013 30.4
B11 thru B13	N52 21.7	E013 30.4
B13A thru B15B	N52 21.7	E013 30.5
B16 thru C02	N52 21.6	E013 30.5
C03, C04	N52 21.6	E013 30.6
C05 thru C07A	N52 21.7	E013 30.7
C08 thru C10	N52 21.7	E013 30.8
C11 thru C12	N52 21.7	E013 30.9
C13 thru C14A	N52 21.7	E013 31.0
C15	N52 21.8	E013 31.1
D01	N52 22.0	E013 29.9
D02 thru D03A	N52 22.0	E013 30.0
D04 thru D07A	N52 21.9	E013 30.0
D08 thru D11A	N52 21.8	E013 30.1
D12 thru D13B	N52 21.7	E013 30.1
D14 thru D15A	N52 21.7	E013 30.2
D16 thru D19A	N52 21.6	E013 30.2
D20, D21	N52 21.5	E013 30.3
D21A	N52 21.5	E013 30.2
D22	N52 21.5	E013 30.3
E01 thru E03	N52 21.9	E013 29.7
E04 thru E07	N52 21.8	E013 29.8
E08, E09	N52 21.7	E013 29.8
E10, E11	N52 21.7	E013 29.9
E12 thru E15	N52 21.6	E013 29.9
E16 thru E18	N52 21.5	E013 30.0
E19	N52 21.4	E013 30.0

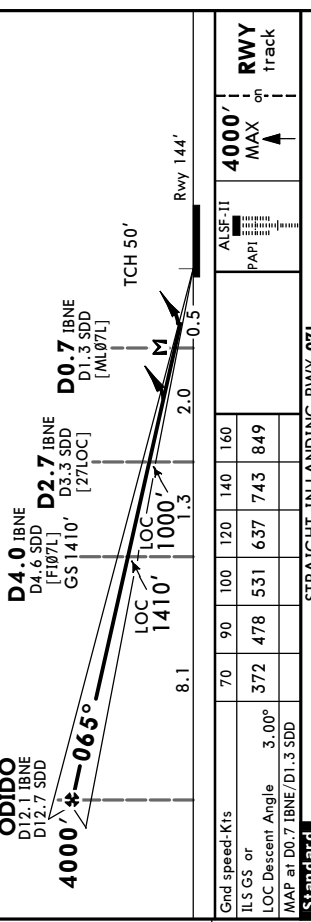
EDDB/BERLIN BRANDENBURG, GERMANY
ILS or LOC Rwy 07L

D-ATIS	123.780	BREMEN Radar (APP) North	119.630	BREMEN Radar (APP) South	126.425	BERLIN Director (APP) North	136.105	BERLIN Director (APP) South	121.130	BERLIN Tower	120.030	Ground	129.505
LOC IBNE	110.7	Final Appch Crs	065°	ODIDO	4000' (3856')	ILS DA(H)	344' (200')	Apt Elev	156'	Rwy	144'	2400	

MISSED APCH: Climb on rwy track to MAX 4000'. At D0.8 East of SDD DME (D3.4 BBI) turn LEFT on track 339° climbing to MAX 5000' and intercept R-280 FWE to OGBER. After passing D39.0 FWE (crossing R-180 LWB) continue climbing to 7100'.

Alt Set: hPa (IN on req) Rwy Elev: 5 hPa Trans level: By ATIS

LOC	IBNE DME	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
(GS out)	ALTITUDE	3960'	3640'	3320'	3000'	2680'	2370'	2050'	1730'	1410'	1090'	770'



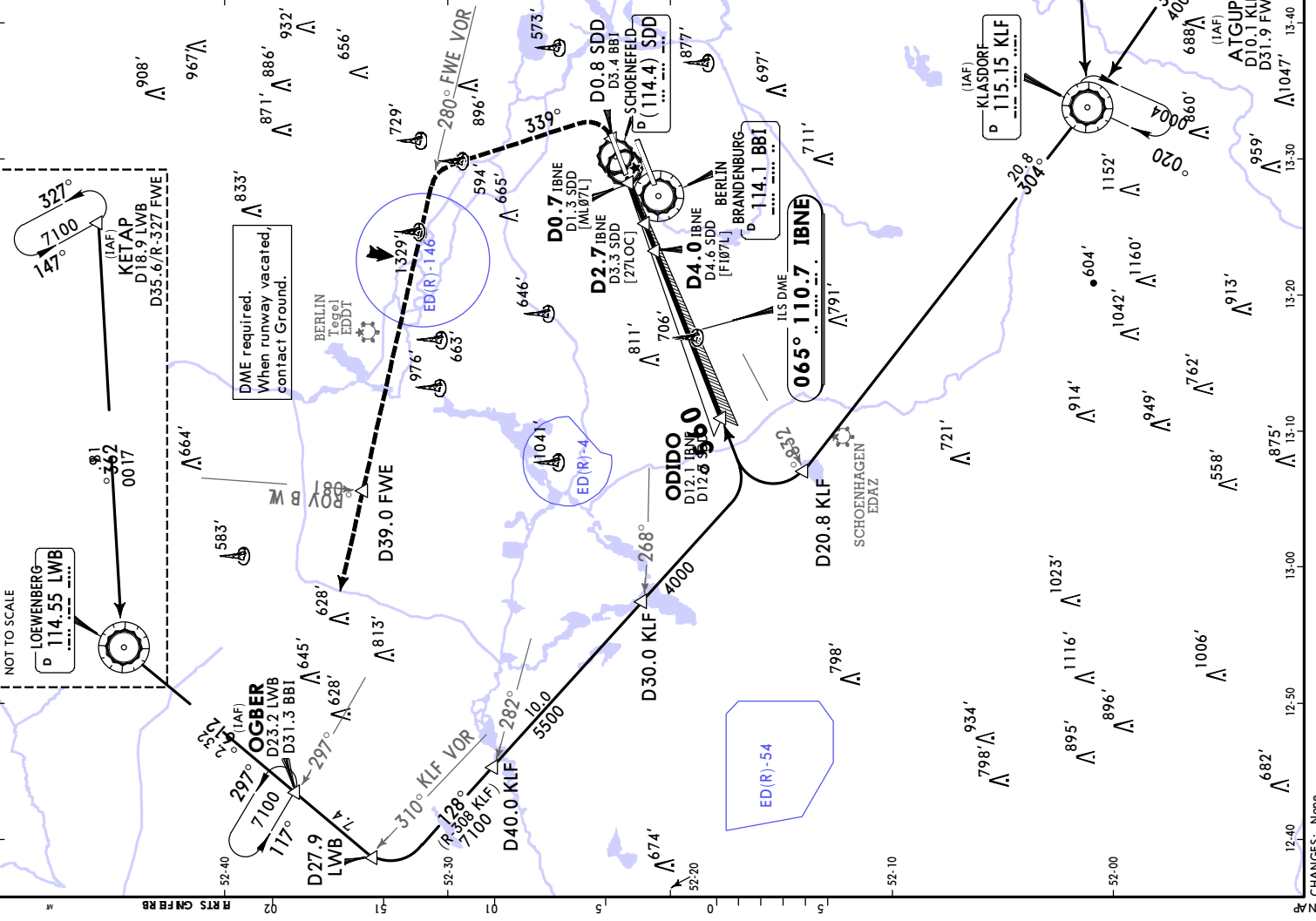
Gnd speed-Kts		70	90	100	120	140	160	
ILS GS or MAP at D0.7 IBNE/D1.3 SDD	LOC Descent Angle	3.00°	372	478	531	637	743	849

Standard

ILS		DA(H)	344' (200')	LOC (GS out)	CDFA	530' (386')
FULL		TDZ or CI out	ALS out	ALS out		
A	RVR 550m	RVR 550m	RVR 1200m	RVR 1100m	RVR 1500m	RVR 1800m

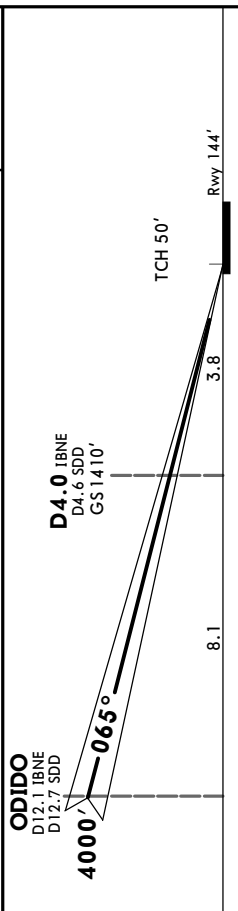
ILS RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

JEPPesen
 22 JAN 21 21-1

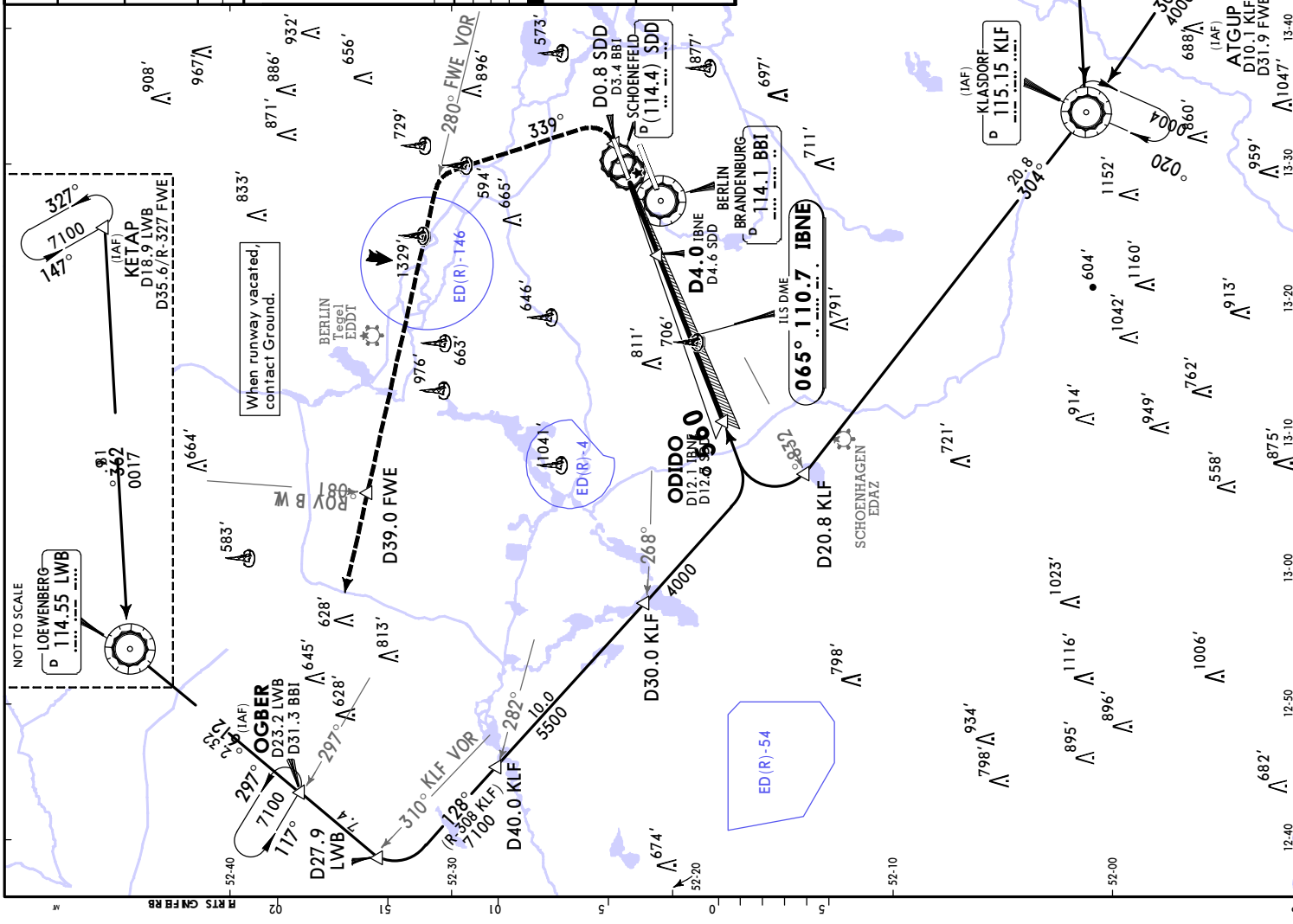


EDDB/BER
BERLIN BRANDENBURG
22 JAN 21 (21-1A)
JEPPESEN BERLIN BRANDENBURG, GERMANY
CAT II/III ILS RWY 07L

D-ATIS	123.780	BREMEN Radar (APP) North	119.630	BREMEN Radar (APP) South	126.425	BERLIN Director (APP) North	136.105	BERLIN Director (APP) South	121.130	BERLIN Tower	120.030	Ground	129.505
LOC IBNE	110.7	Final Appch Crs	065°	ODIDO	4000' (3856')	CAT IIIB, IIIA & II ILS Refer to Minimums							
<p>MISSED APCH: Climb on rwy track to MAX 4000'. At D0.8 East of SDD DME (D3.4 BBI) turn LEFT on track 339° climbing to MAX 5000' and intercept R-280 FWE to OGBER. After passing D39.0 FWE (crossing R-180 LWB) continue climbing to 7100'.</p> <p>All Set: hPa (N on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000'</p> <p>1. DME required. 2. Special Aircrew & Acft Certification required.</p>													



Standard		CAT III B ILS		CAT III A ILS		CAT II ILS	
RVR	75m	RVR	200m	RVR	300m	DA(H)	244' (100')
DH	50'						



NOT TO SCALE

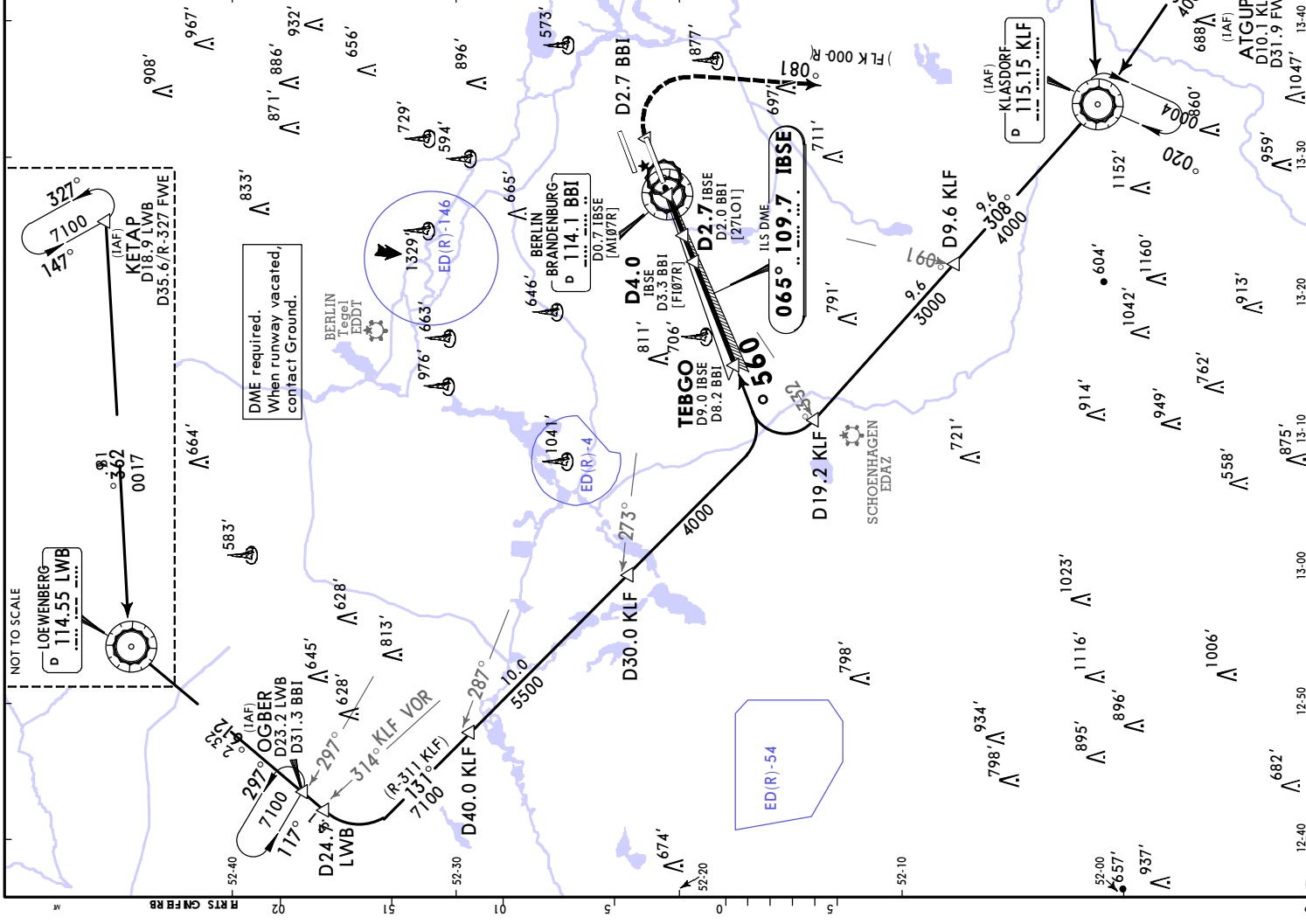
RTS CNFR RB

CHANGES: Minimums.

© JEPPESEN, 1998, 2021. ALL RIGHTS RESERVED.

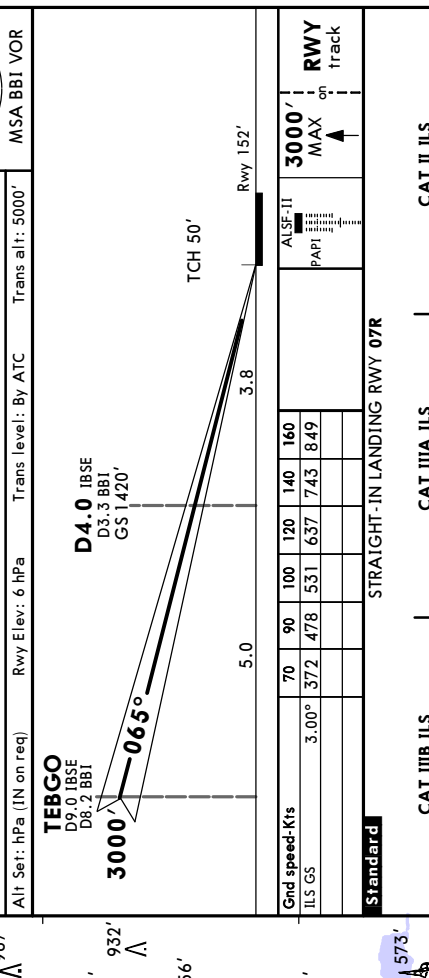
BERLIN BRANDENBURG, GERMANY ILS or LOC Rwy 07R

D-ATIS	BREMEN Radar (APP) North	BERLIN Director (APP) North	BERLIN Tower	Ground
123.780	119.630	126.425	136.105	121.130
123.780	119.630	126.425	136.105	121.130
LOC ILS	Final Apch Crs	TEBGO	DA(H)	DA(H)
109.7	065°	3000' (2848')	352' (200')	352' (200')
MISSED APCH: Climb on rwy track to MAX 3000'. At D2.7 BBI turn RIGHT on R-000 KLF inbound to KLF VOR, climbing to 4000'.				
Alt. Set: hPa (N on req.) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000'				
LOC (GS out)	IBSE DME	IBSE DME	IBSE DME	IBSE DME
2690'	8.0	7.0	6.0	5.0
2060'	2690'	2370'	2060'	1740'
1420'	1420'	1000'	1000'	1000'
1100'	1100'	780'	780'	780'
TEBGO D9.0 IBSE D8.2 BBI D4.0 IBSE D3.3 BBI D2.0 BBI GS 1420' [27101]				
BBI VOR D0.7 IBSE [M107R]				
3000' * -065°				
TCH 50'				
Rwy 152'				
Rwy 152'				
MSA BBI VOR				
3000' MAX on track				
ALSIF-II				
PAR				
LOC (GS out) CDFA (398')				
DA(MDA/H) 550' (398')				
ALS out				
RVR 1500m				
RVR 1100m				
RVR 1800m				
RVR 550m				
RVR 1200m				
RVR 550m				
RVR 1100m				
RVR 1800m				
STRAIGHT-IN LANDING Rwy 07R				
LOC (GS out) CDFA (398')				
DA(MDA/H) 550' (398')				
ALS out				
RVR 1500m				
RVR 1100m				
RVR 1800m				
RVR 550m				
RVR 1200m				
RVR 550m				
RVR 1100m				
RVR 1800m				
RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.				

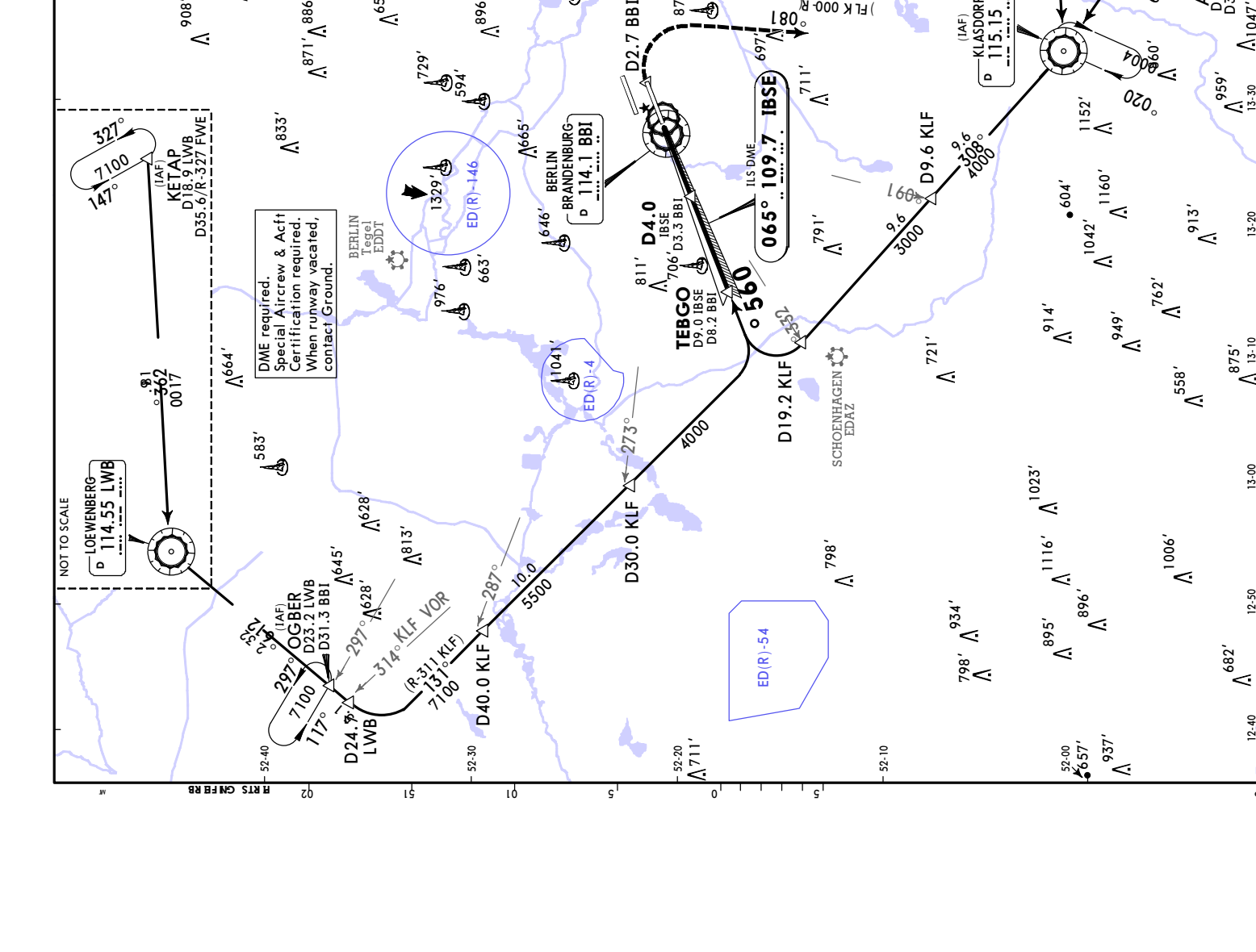
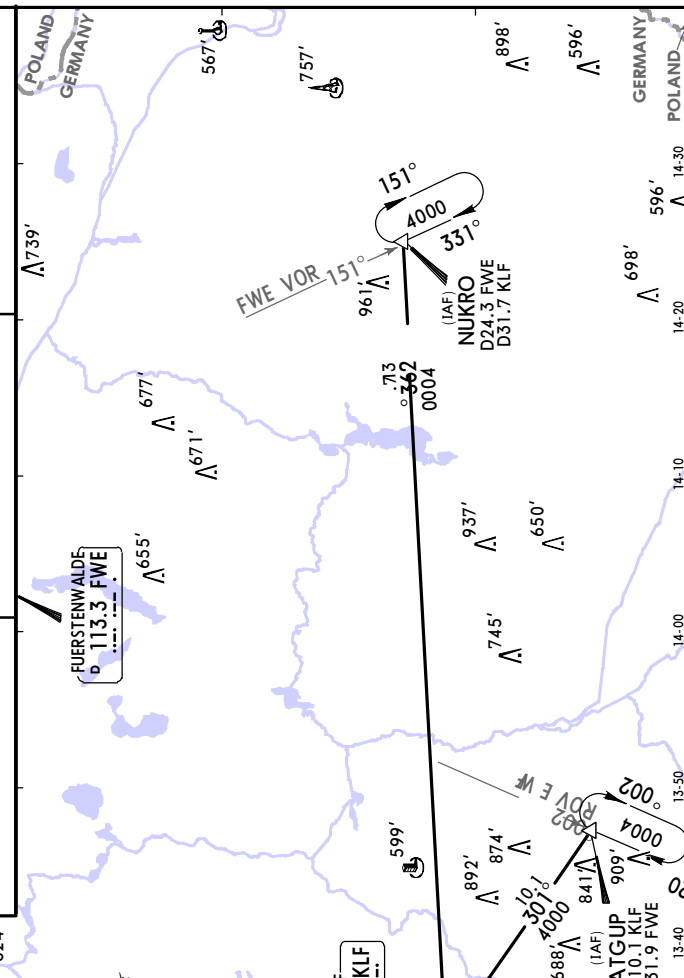


EDDB/BER BERLIN BRANDENBURG

D-ATIS		D-ATIS		D-ATIS	
123.780	119.630	126.425	136.105	121.130	118.805
LOC IBSE 109.7	Final Apch Crs 065°	TEBGO 3000' (2848')		CAT IIIB, IIIA & II ILS Refer to Minimums	
MISSED APCH: Climb on rwy track to MAX 3000'. At D2.7 BBI turn RIGHT on R-000 KLF inbound to KLF VOR, climbing to 4000'.					
Alt. Set: hPa (IN on req.)		Rwy Elev: 6 hPa		Trans level: By ATC	
5200		5200		5000'	
BERLIN Tower 118.805 121.705 Ground					

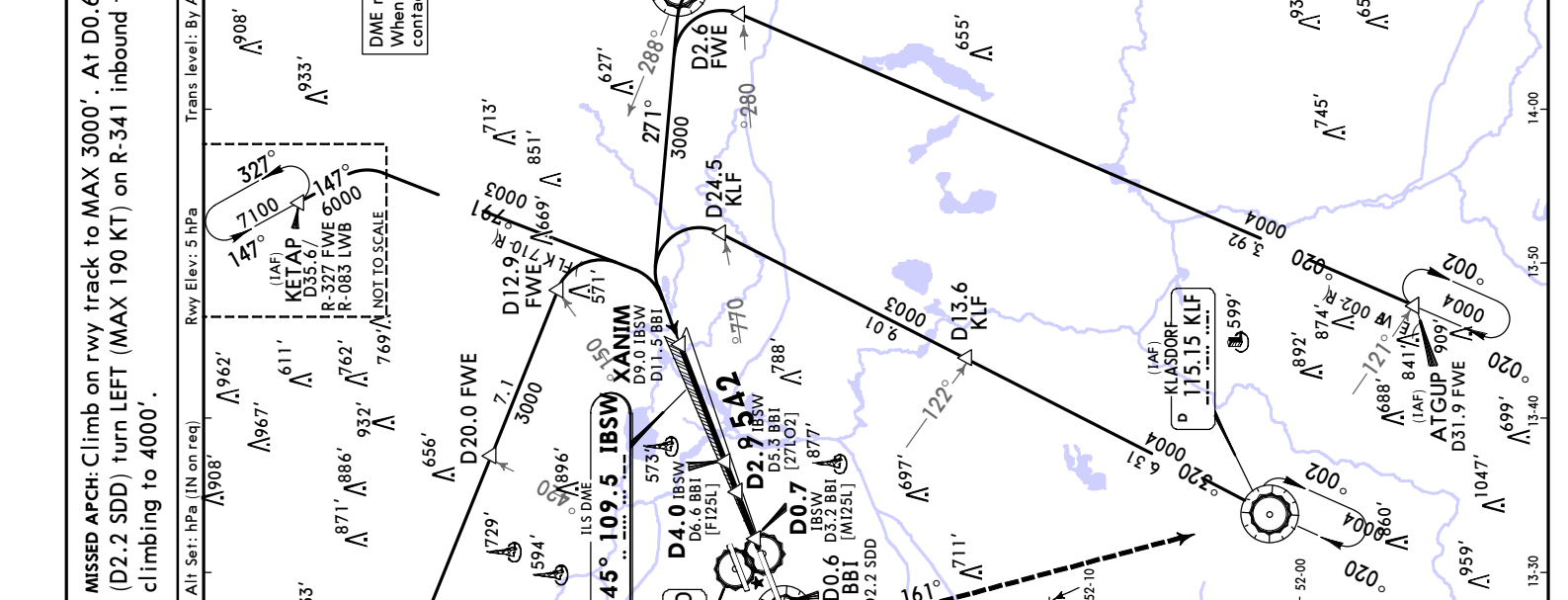


Standard		Standard		Standard	
70	90	100	120	140	160
3.00°	3.72	4.78	5.31	6.37	8.49
CAT III ILS DH 50' RVR 75m					
CAT IIIA ILS DH 50' RVR 200m					
CAT II ILS DA(H) 252' (100') RVR 300m					



CHANGES: Minimums. © JEPPesen, 2021. ALL RIGHTS RESERVED.

BERLIN BRANDENBURG, GERMANY ILS or LOC RWY 25L



D-ATIS	123.780	BREMEN Radar (APP) North	119.630	BERLIN Director (APP) North	126.425	BERLIN Tower	118.805	Ground	121.705
LOC IBSW	109.5	Final Appch Crs	245°	XANIM DA(H)	349' (200')	ILS DA(H)	349' (200')	Apt Elev	156'
								Rwy	149'

LOC (GS out)	12-40	12-50	13-00	13-10	13-20	13-30	13-40	13-50	14-00	14-10	14-20	14-30	14-40
	780'	1100'	1410'	1730'	2050'	2370'	2690'						

Gnd speed-Kts	70	90	100	120	140	160	ALSFI II	3000'	MAX	RWY track
ILS GS or LOC Descent Angle	3.00°						PAPI			
MAP at D0.7 IBSW/D3.2 BBI	372	478	531	637	743	849				

Standard		ILS STRAIGHT-IN LANDING RWY 25L		LOC (GS out)	
FULL	IDZ or CL out	ALS out	ALS out	DA(MDA(H))	550 (401')
A				DA/MDA(H)	550 (401')
B	RVR 550m	RVR 1200m	RVR 1200m		
C					
D					

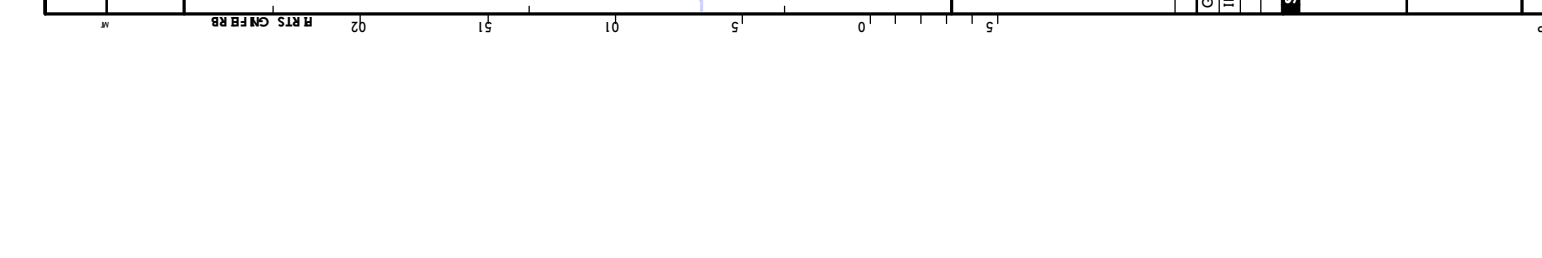
ILS RVR 750m when a Flight Director or Autopilot or HUD is not used. CHANGES: None.

EDDB/BERLIN BRANDENBURG
BERLIN BRANDENBURG 22 JAN 21 (21-3A)
JEPPESSEN BERLIN BRANDENBURG, GERMANY
CAT II/III ILS RWY 25L

D-ATIS	123.780	BREMEN Radar (APP) North	119.630	BREMEN Radar (APP) South	126.425	BERLIN Director (APP) North	136.105	BERLIN Director (APP) South	121.130	BERLIN Tower	118.805	Ground	121.705
LOC IBSW	109.5	Final Appch Crs	245°	XANIM	CAT IIIB, IIIA & II ILS Refer to Minimums	CAT IIIB, IIIA & II ILS Refer to Minimums							
													Rwy 149'

Alt Set: hPa (IN on req)	Rwy Elev: 5 hPa	Trans alt: 5000'
MISSED APCH: Climb on rwy track to MAX 3000'. At D0.6 East of BBI (D2.2 SDD) turn LEFT (MAX 190 KT) on R-341 inbound to KLF VOR, climbing to 4000'.		

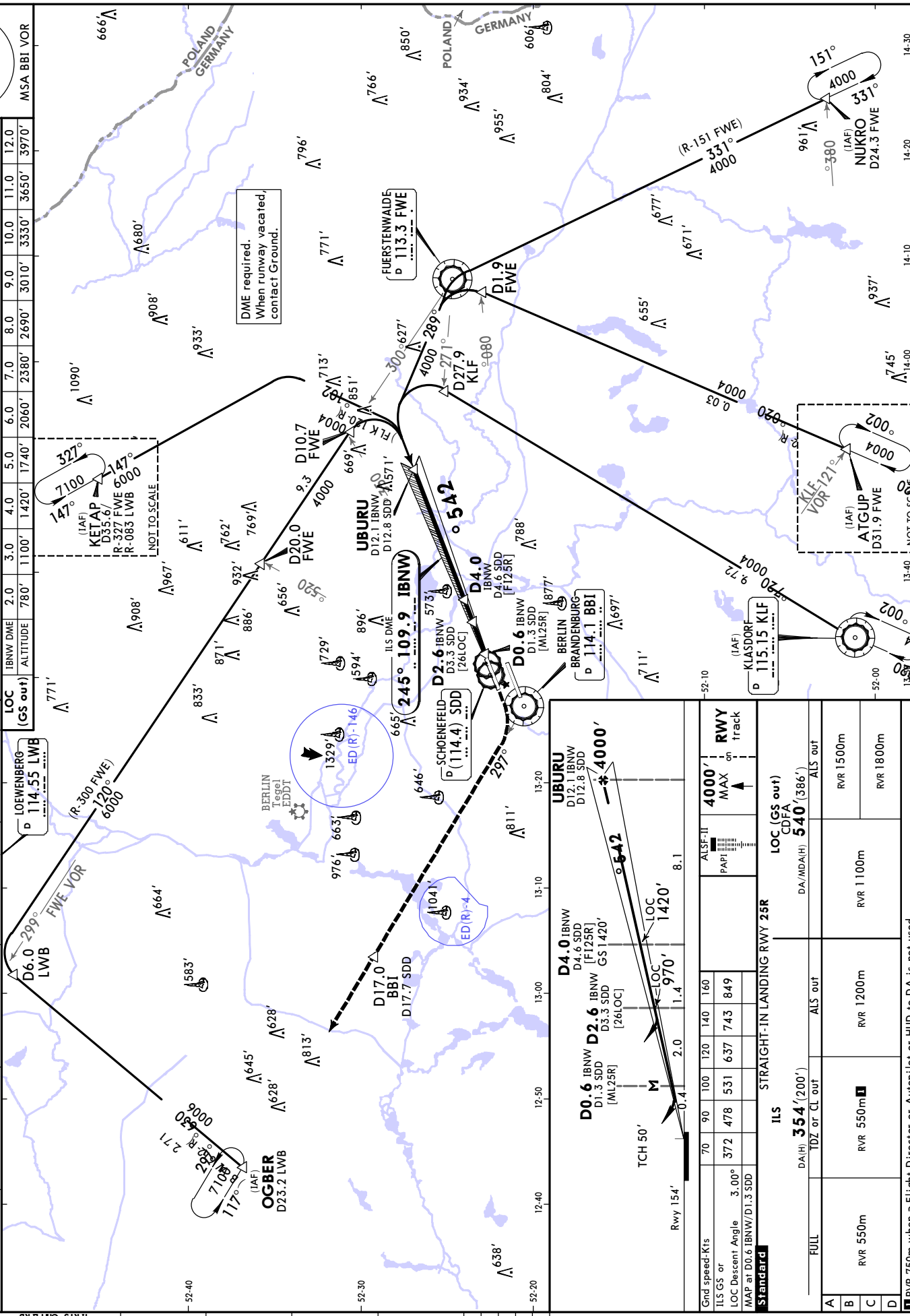
D4.0 IBSW D6.6 BBI GS 1410' TCH 50' Rwy 149'		XANIM D9.0 IBSW D11.5 BBI 3000' MAX on track
Gnd speed-Kts ILS GS	70 3.00' 90 372 100 478 120 531 140 637 160 743 180 849	ALSF-II PAPI
STRAIGHT-IN LANDING RWY 25L		
CAT IIIB ILS RVR 75m	CAT IIIA ILS DH 50' RVR 200m	CAT II ILS RA 98' DA(H) 249' (100') RVR 300m



D-ATIS	BREMEN Radar (APP)	BERLIN Director (APP)	BERLIN Tower	Ground
123.780	North 119.630 South 126.425	North 136.105 South 121.130	120.030	129.505
LOC IBNW	Final Apch Crs	ILS DA(H)	UBURU	Rwy 154'
109.9	245°	354° (200')	4000' (3846')	Apt Elev 156'

MISSED APCH: Climb on rwy track to MAX 4000', intercept and follow R-297 BBI to OGBER. Continue climbing on R-297 BBI MAX 5000'. After passing D17.0 BBI (D17.7 SDD) continue climbing to 7100'.

Alt Set: hPa (IN on req)	Rwy Elev: 6 hPa	Trans level: By ATC	Trans alt: 5000'
IBNW DME	2.0	7.0	8.0
ALTIMUDE	780'	1100'	1420'
	1740'	2060'	2380'
	2690'	3010'	3350'
		3650'	3970'



LOC IBNW	109.9	LOC (GS out)	CDFA (386')
LOC (GS out)	114.55 LWB	DA/MDA(H)	540 (386')

Standard	ILS	STR-AIGHT-IN LANDING RWY 25R
70	372	ALS out
90	478	ALS out
100	531	ALS out
120	637	ALS out
140	743	ALS out
160	849	ALS out

Full	DA(H)	354' (200')	LOC (GS out)	CDFA (386')
A	TDZ or CL out	ALS out	RVR 1100m	RVR 1500m
B	RVR 550m	RVR 1200m	RVR 1800m	RVR 1800m
C				
D				

Ground speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle	372	478	531	637	743	849
MAP at D0.6 IBNW/D1.3 SDD						

Standard
ILS
STR-AIGHT-IN LANDING RWY 25R

Full
DA(H) 354' (200')
LOC (GS out) CDFA (386')

A
RVR 550m
RVR 1200m
RVR 1800m

B
RVR 550m
RVR 1200m
RVR 1800m

C
RVR 550m
RVR 1200m
RVR 1800m

D
RVR 550m
RVR 1200m
RVR 1800m

RVR 750m when a Flight Director or Autopilot or HUD is not used.
CHANGES: None.

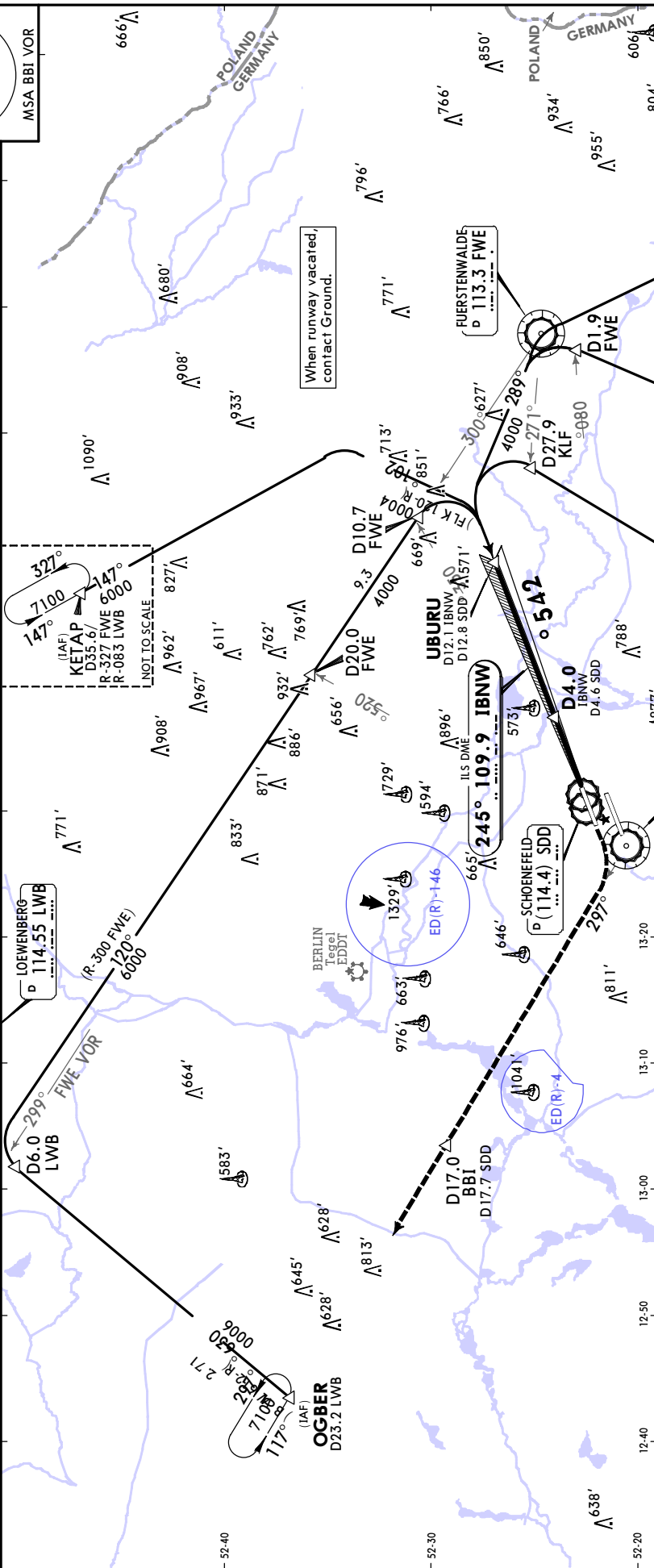
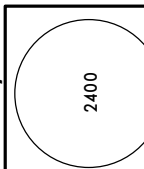
© JEPPesen, 1998, 2020. ALL RIGHTS RESERVED.

EDDB/BER
BERLIN BRANDENBURG
22 JAN 21 (21-4A)
JEPPESSEN BERLIN BRANDENBURG, GERMANY
CAT II/III ILS RWY 25R

D-ATIS	BREMEN Radar (APP) North	BERLIN Director (APP) North	BERLIN Tower	Ground
123.780	119.630	126.425	120.030	129.505
LOC IBNW	Final Appch Crs	UBURU	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 156'
109.9	245°	4000' (3846')		Rwy 154'

MISSED APCH: Climb on rwy track to MAX 4000', intercept and follow R-297 BBI to OGBER. Continue climbing on R-297 BBI MAX 5000'. After passing D17.0 BBI (D17.7 SDD) continue climbing to 7100'.

Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC
1. DME required. 2. Special Aircrew & Acft Certification required.



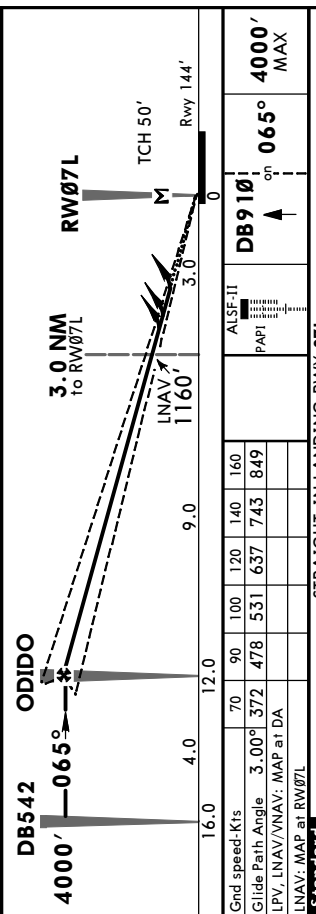
UBURU D12.1 IBNW D12.8 SDD GS 1420'		UBURU D12.1 IBNW D12.8 SDD	
TCH 50'		Rwy 154'	
3.8		8.1	
70 90 100 120 140 160		ALSF-II	
3.00° 372 478 531 637 743 849		PAPI	
GS		RWY track	
CAT IIIB ILS		CAT II ILS	
RVR 75m		RA 100'	
DH 50'		DA(H) 254' (100')	
RVR 200m		RVR 300m	

Standard		STRAIGHT-IN LANDING RWY 25R	
CAT IIIB ILS		CAT II ILS	
RVR 75m		RA 100'	
DH 50'		DA(H) 254' (100')	
RVR 200m		RVR 300m	

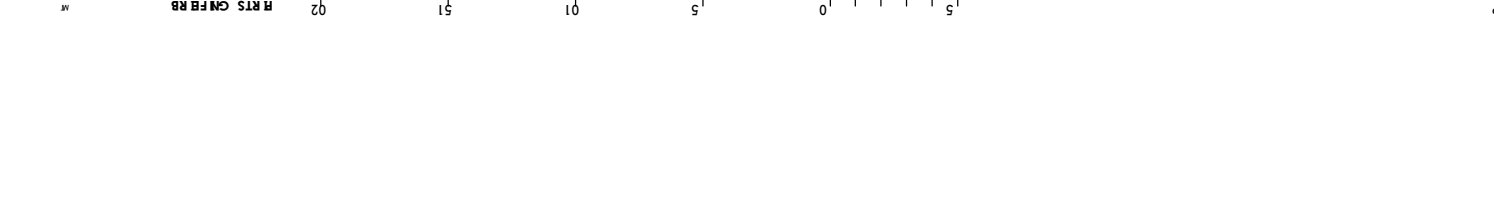
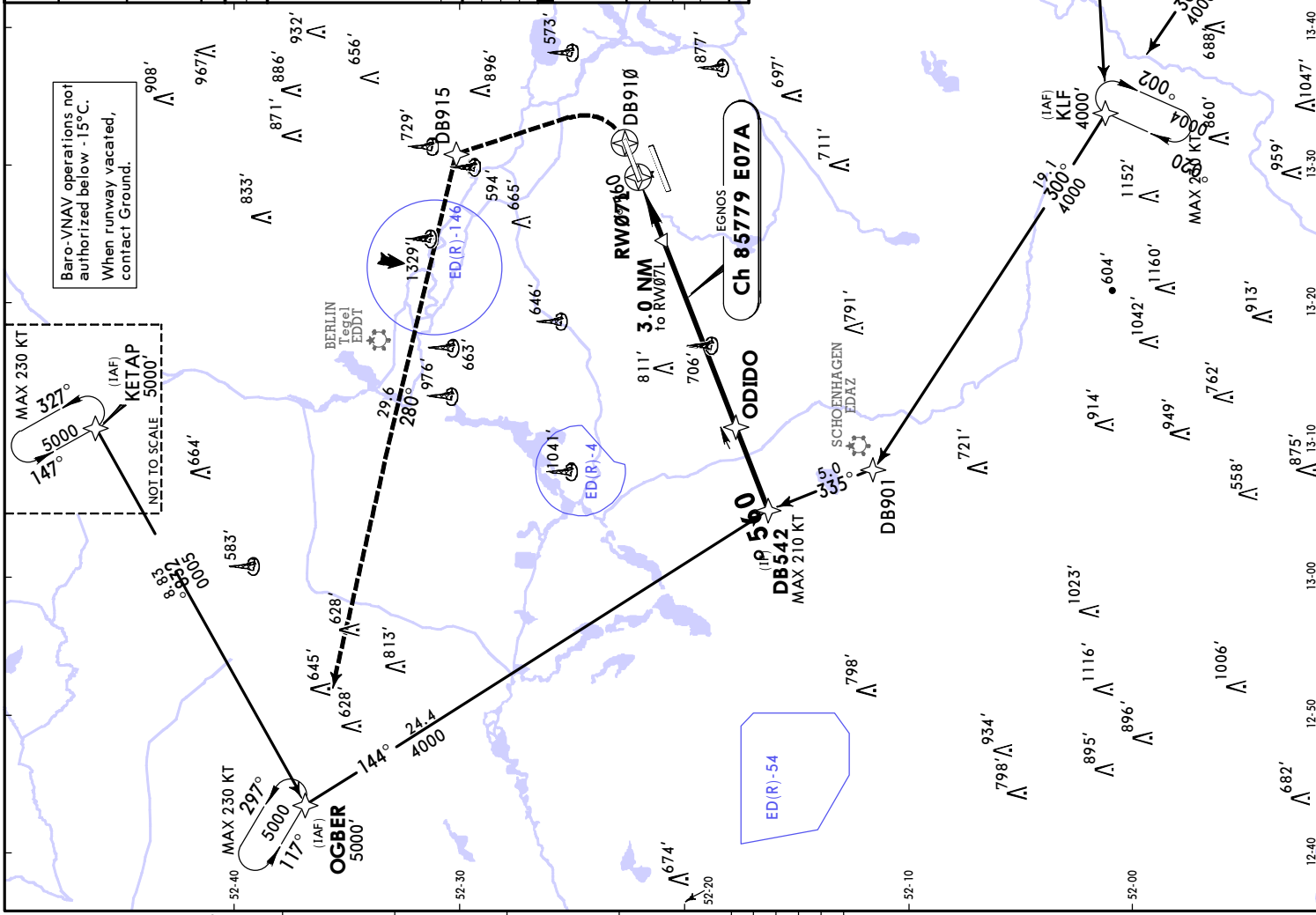
EDDB/BER
BERLIN BRANDENBURG
RNP Rwy 07L

BERLIN BRANDENBURG, GERMANY
RNP Rwy 07L

D-ATIS	123.780	BREMEN Radar (APP) North	119.630	126.425	136.105	121.130	BERLIN Tower	120.030	Ground	129.505
EGNOS	Ch 85779 E07A	Final Appch Crs	065°	ODIDO	4000' (3856')	344' (200')	LPV CAT I DA(H)	Apt Elev 156' Rwy 144'	MSA ARP	2400
MISSED APCH: Climb on 065° to DB910 and MAX 4000', then turn LEFT direct to DB915, then turn LEFT on 280° to OGBER, climbing to 5000'.										
Alt. Ser.: hPa (IN on req)			Rwy Elev.: 5 hPa			Trans alt.: 5000'				
DIST to RW07L	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3700'	3380'	3070'	2750'	2430'	2110'	1790'	1470'	1160'	840'



DA(H)		344' (200')	ALS out	ALS out	ALS out
A	B	C	D	E	F
RVR 550m	RVR 1200m	RVR 1500m	RVR 1800m	RVR 1500m	RVR 2300m
STRAIGHT-IN LANDING RWY 07L LPV CAT I LNAV/VNAV DA(H): A: 513' (369') C: 533' (389') DA(MDA(H)): B: 523' (379') D: 542' (398')					



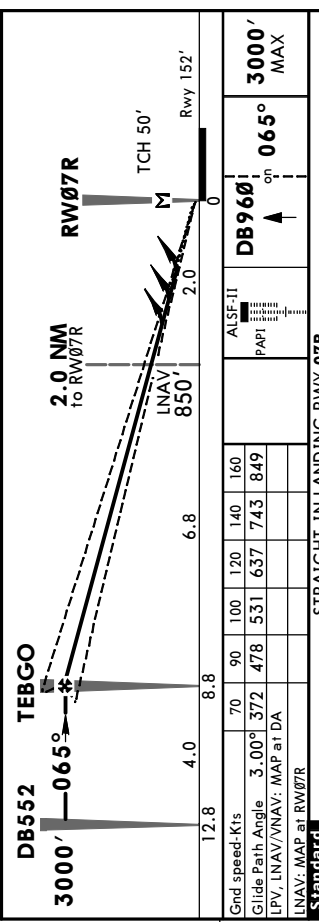
JEPPesen
22-1
30.OCT.20
EFF 4 NOV

EDDB/BER
BERLIN BRANDENBURG
RNP Rwy 07L

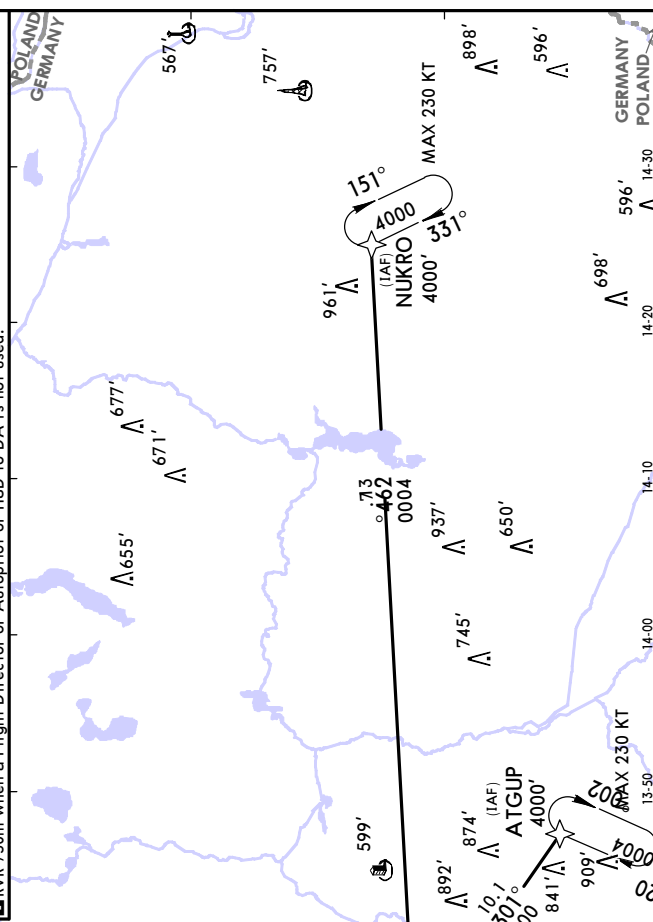
EDDB/BERLIN BRANDENBURG
GERMANY
RNP Rwy 07R

BERLIN BRANDENBURG, GERMANY
RNP Rwy 07R

D-ATIS	123.780	BREMEN Radar (APP) North	119.630	BERLIN Director (APP) North	136.105	121.130	BERLIN Tower	118.805	Ground	121.705
EGNOS	Ch 96449 E07B	Final Apch Crs	065°	TEBGO	3000' (2848')	352' (200')	LPV CAT I DA(H)	Apt Elev 156' Rwy 152'	MSA ARP	
MISSED APCH: Climb on 065° to DB960 and MAX 3000', then turn RIGHT direct to KLF, climbing to 4000'.										
Alt Set: hPa (IN on req)		Rwy Elev: 6 hPa		Trans level: By ATC		Trans alt: 5000'				
DIST to RW07R		8.0		7.0		6.0		5.0		3.0
ALTITUDE		2760'		2440'		2120'		1800'		1160'
		4.0		8.8		6.8		2.0		0

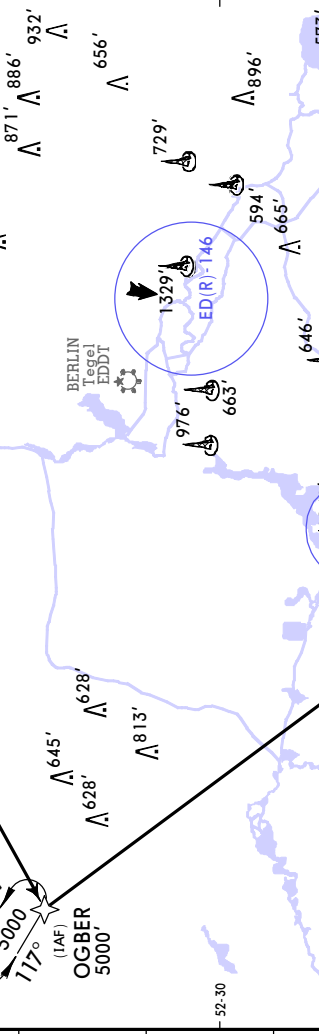


Gnd speed-Kts		70	90	100	120	140	160	ALSF-II		DB960		3000' MAX		
Glide Path Angle		3.00°	372	478	531	637	743	849	PAPI		065°			
LPV, LNAV/VNAV: MAP at DA		Standard										LPV CAT I		
LNAV: MAP at RW07R		Standard										LPV CAT I		
DA(H)		352' (200')		ALS out		ALS out		ALS out		ALS out		ALS out		
LNAV/VNAV		A: 593' (441') C: 609' (457')		DA/ MDA(H)		700' (548')		LNAV		RVR 1500m		RVR 1500m		
LNAV/VNAV		B: 601' (449') D: 618' (466')		DA/ MDA(H)		700' (548')		LNAV		RVR 1400m		RVR 1800m		
LNAV/VNAV		C: 609' (457')		DA/ MDA(H)		700' (548')		LNAV		RVR 2100m		RVR 2400m		
LNAV/VNAV		D: 618' (466')		DA/ MDA(H)		700' (548')		LNAV		RVR 1500m		RVR 2200m		

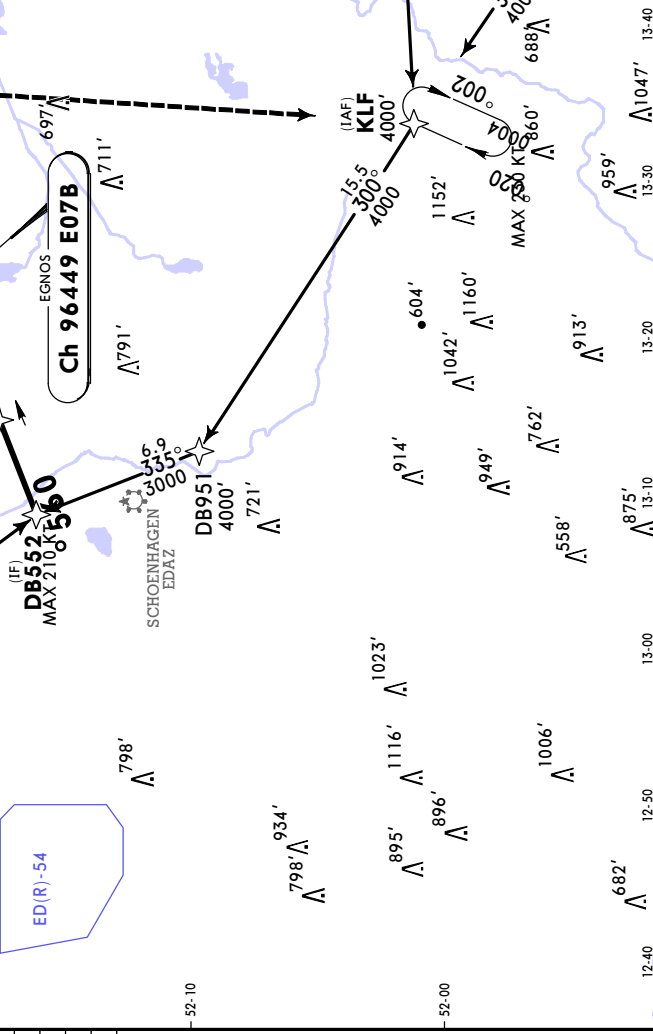


EDDB/BERLIN BRANDENBURG
GERMANY
RNP Rwy 07R

D-ATIS	123.780	BREMEN Radar (APP) North	119.630	BERLIN Director (APP) North	136.105	121.130	BERLIN Tower	118.805	Ground	121.705
EGNOS	Ch 96449 E07B	Final Apch Crs	065°	TEBGO	3000' (2848')	352' (200')	LPV CAT I DA(H)	Apt Elev 156' Rwy 152'	MSA ARP	
MISSED APCH: Climb on 065° to DB960 and MAX 3000', then turn RIGHT direct to KLF, climbing to 4000'.										
Alt Set: hPa (IN on req)		Rwy Elev: 6 hPa		Trans level: By ATC		Trans alt: 5000'				
DIST to RW07R		8.0		7.0		6.0		5.0		3.0
ALTITUDE		2760'		2440'		2120'		1800'		1160'
		4.0		8.8		6.8		2.0		0

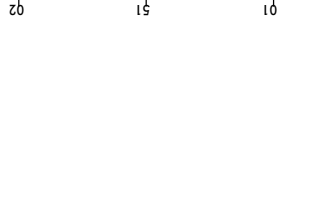


Gnd speed-Kts		70	90	100	120	140	160	ALSF-II		DB960		3000' MAX		
Glide Path Angle		3.00°	372	478	531	637	743	849	PAPI		065°			
LPV, LNAV/VNAV: MAP at DA		Standard										LPV CAT I		
LNAV: MAP at RW07R		Standard										LPV CAT I		
DA(H)		352' (200')		ALS out		ALS out		ALS out		ALS out		ALS out		
LNAV/VNAV		A: 593' (441') C: 609' (457')		DA/ MDA(H)		700' (548')		LNAV		RVR 1500m		RVR 1500m		
LNAV/VNAV		B: 601' (449') D: 618' (466')		DA/ MDA(H)		700' (548')		LNAV		RVR 1400m		RVR 1800m		
LNAV/VNAV		C: 609' (457')		DA/ MDA(H)		700' (548')		LNAV		RVR 2100m		RVR 2400m		
LNAV/VNAV		D: 618' (466')		DA/ MDA(H)		700' (548')		LNAV		RVR 1500m		RVR 2200m		



EDDB/BERLIN BRANDENBURG
GERMANY
RNP Rwy 07R

D-ATIS	123.780	BREMEN Radar (APP) North	119.630	BERLIN Director (APP) North	136.105	121.130	BERLIN Tower	118.805	Ground	121.705
EGNOS	Ch 96449 E07B	Final Apch Crs	065°	TEBGO	3000' (2848')	352' (200')	LPV CAT I DA(H)	Apt Elev 156' Rwy 152'	MSA ARP	
MISSED APCH: Climb on 065° to DB960 and MAX 3000', then turn RIGHT direct to KLF, climbing to 4000'.										
Alt Set: hPa (IN on req)		Rwy Elev: 6 hPa		Trans level: By ATC		Trans alt: 5000'				
DIST to RW07R		8.0		7.0		6.0		5.0		3.0
ALTITUDE		2760'		2440'		2120'		1800'		1160'
		4.0		8.8		6.8		2.0		0



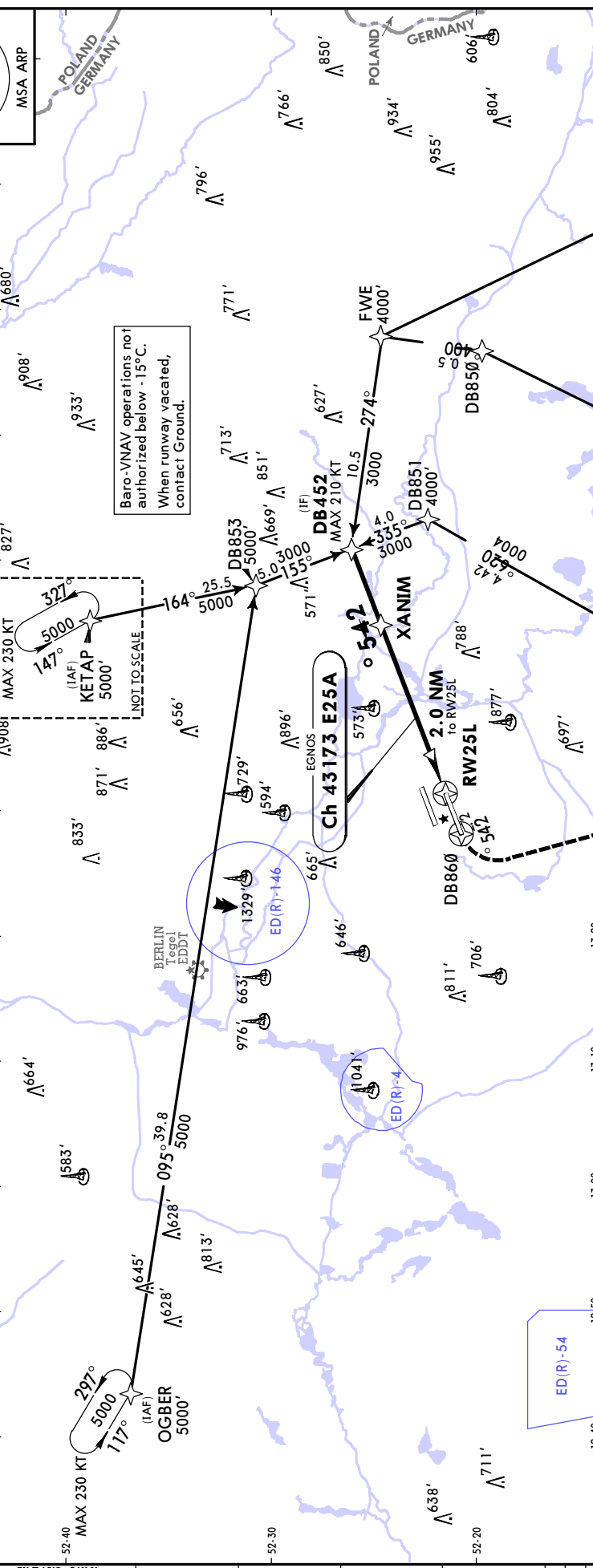
Gnd speed-Kts		70	90	100	120	140	160	ALSF-II		DB960		3000' MAX		
Glide Path Angle		3.00°	372	478	531	637	743	849	PAPI		065°			
LPV, LNAV/VNAV: MAP at DA		Standard										LPV CAT I		
LNAV: MAP at RW07R		Standard										LPV CAT I		
DA(H)		352' (200')		ALS out		ALS out		ALS out		ALS out		ALS out		
LNAV/VNAV		A: 593' (441') C: 609' (457')		DA/ MDA(H)		700' (548')		LNAV		RVR 1500m		RVR 1500m		
LNAV/VNAV		B: 601' (449') D: 618' (466')		DA/ MDA(H)		700' (548')		LNAV		RVR 1400m		RVR 1800m		
LNAV/VNAV		C: 609' (457')		DA/ MDA(H)		700' (548')		LNAV		RVR 2100m		RVR 2400m		
LNAV/VNAV		D: 618' (466')		DA/ MDA(H)		700' (548')		LNAV		RVR 1500m		RVR 2200m		



EDDB/BER
BERLIN BRANDENBURG
RNP Rwy 25L

D-ATIS	123.780	BREMEN Radar (APP) North	119.630	BREMEN Radar (APP) South	126.425	BERLIN Tower	118.805	Ground	121.705
EGNOS	Ch 43173 E25A	Final Apch Cfs	245°	XANIM	3000' (2851')	LPV CAT I DA(H)	349' (200')	Apt Elev	156'
								Rwy	149'

MISSED APCH: Climb on 245° to DB860 and MAX 3000', then turn LEFT (MAX 190 KT) direct to KLF, climbing to 4000'.
 Alt. Set: hPa (IN on req) Rwy Elev: 5 hPa Trans level: By ATC
 MAX 230 KT



DIST to RW25L	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	840'	1160'	1480'	1800'	2120'	2430'	2750'

Grid speed-Kts	70	90	100	120	140	160	12.8	
Glide Path Angle	3.00°	372	478	531	637	743	849	
LPV, LNAV/VNAV: MAP at DA								ALS-II DB860
LNAV: MAP at RW25L								PAPI

Standard	LPV CAT I	LNNAV/VNAV	LNNAV	LNNAV	LNNAV
DA(H)	349' (200')	A: 414' (265')	C: 445' (296')	DA/	630' (481')
		B: 424' (275')	D: 531' (382')	MDA(H)	

A	RVR 550m	RVR 1200m	RVR 600m	RVR 1300m	RVR 1500m
B	RVR 550m	RVR 1200m	RVR 600m	RVR 1300m	RVR 1500m
C	RVR 550m	RVR 1200m	RVR 600m	RVR 1300m	RVR 1500m
D	RVR 550m	RVR 1200m	RVR 600m	RVR 1300m	RVR 1500m

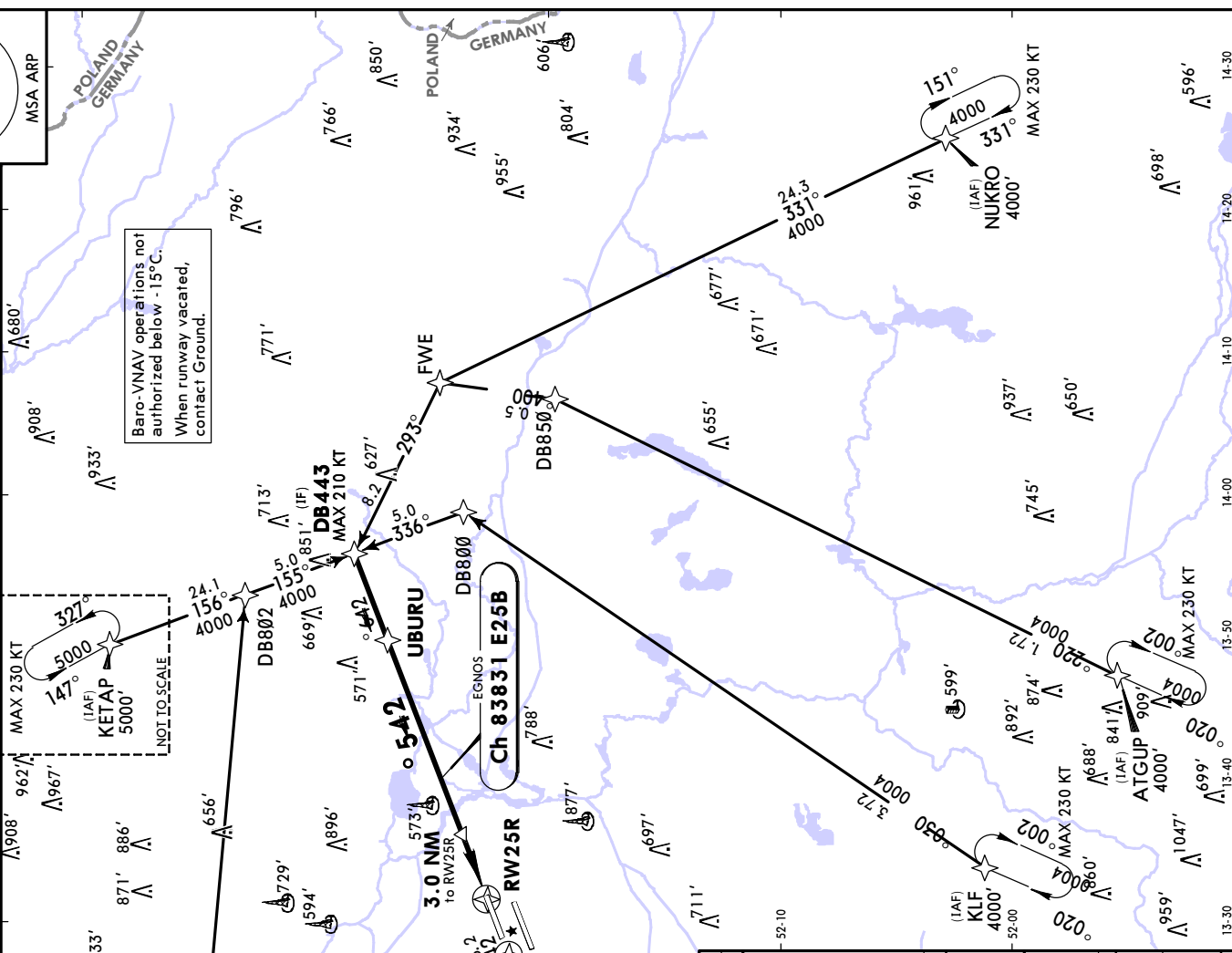
EDDB/BER 30 OCT 20 22-3
 BERLIN BRANDENBURG RNP Rwy 25L
 RWY 750m when a Flight Director or Autopilot or HUD is not used.
 CHANGES: New procedure.

EDDB/BER
BERLIN BRANDENBURG
RNP Rwy 25R

JEPPESSEN
30 OCT 20
22-4

D-ATIS	BREMEN Radar (APP) North	BERLIN Director (APP) North	BERLIN Tower	Ground
123.780	119.630	126.425	120.030	129.505
EGNOS	Final Apch Crs	UBURU	LPV CAT I DA(H)	Apt Elev
Ch 83831 E25B	245°	4000' (3846')	354' (200')	156' / 154'

Dist to RW25R	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0
Altitude	850'	1170'	1480'	1800'	2120'	2440'	2760'	3080'	3390'	3710'



Grnd speed-Kts	70	90	100	120	140	160
Glide Path Angle	3.00°	3.72°	4.78°	5.31°	6.37°	7.43°
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RW25R						

DA(H)	354' (200')
TDZ or CL out	ALS out
RVR 550m	RVR 1200m
RVR 550m	RVR 1400m
RVR 550m	RVR 1500m
RVR 550m	RVR 1700m
RVR 550m	RVR 2100m
RVR 550m	RVR 2400m

DA(H)	A: 587' (433') C: 603' (449')	DA/CDFA
DA(H)	B: 595' (441') D: 611' (457')	MDA(H)
DA(H)	690' (536')	ALS out

LPV CAT I		STRAIGHT-IN LANDING RWY 25R	
DA(H)	354' (200')	ALS out	ALS out
RVR 550m	RVR 1200m	RVR 1300m	RVR 1500m
RVR 550m	RVR 1400m	RVR 1500m	RVR 1700m
RVR 550m	RVR 2100m	RVR 1500m	RVR 2400m

MISSED APCH: Climb on 245° to DB810 and MAX 4000', then turn RIGHT direct to OGBER, climbing to 5000'.

Alt. Set: hPa (IN on req) Rwy Elev: 6 hPa Trans alt: 5000'

MAX 230 KT

Baro-VNAV operations not authorized below -15°C. When runway vacated, contact Ground.

EGNOS

Ch 83831 E25B

3.0 NM to RW25R

DB810

DB843

UBURU

FWE

NUKRO

ATGUP

KLF

OGBER

ED(R)-146

ED(R)-4

ED(R)-54

DA/CDFA

MDA(H)

ALS out

RVR

Standard

LPV CAT I

STRAIGHT-IN LANDING RWY 25R

DA(H)

TDZ or CL out

ALS out

RVR

1 RVR 750m when a Flight Director or Autopilot or HUD is not used.
2 CHANGES: New procedure.
© JEPPESSEN, 2020. ALL RIGHTS RESERVED.

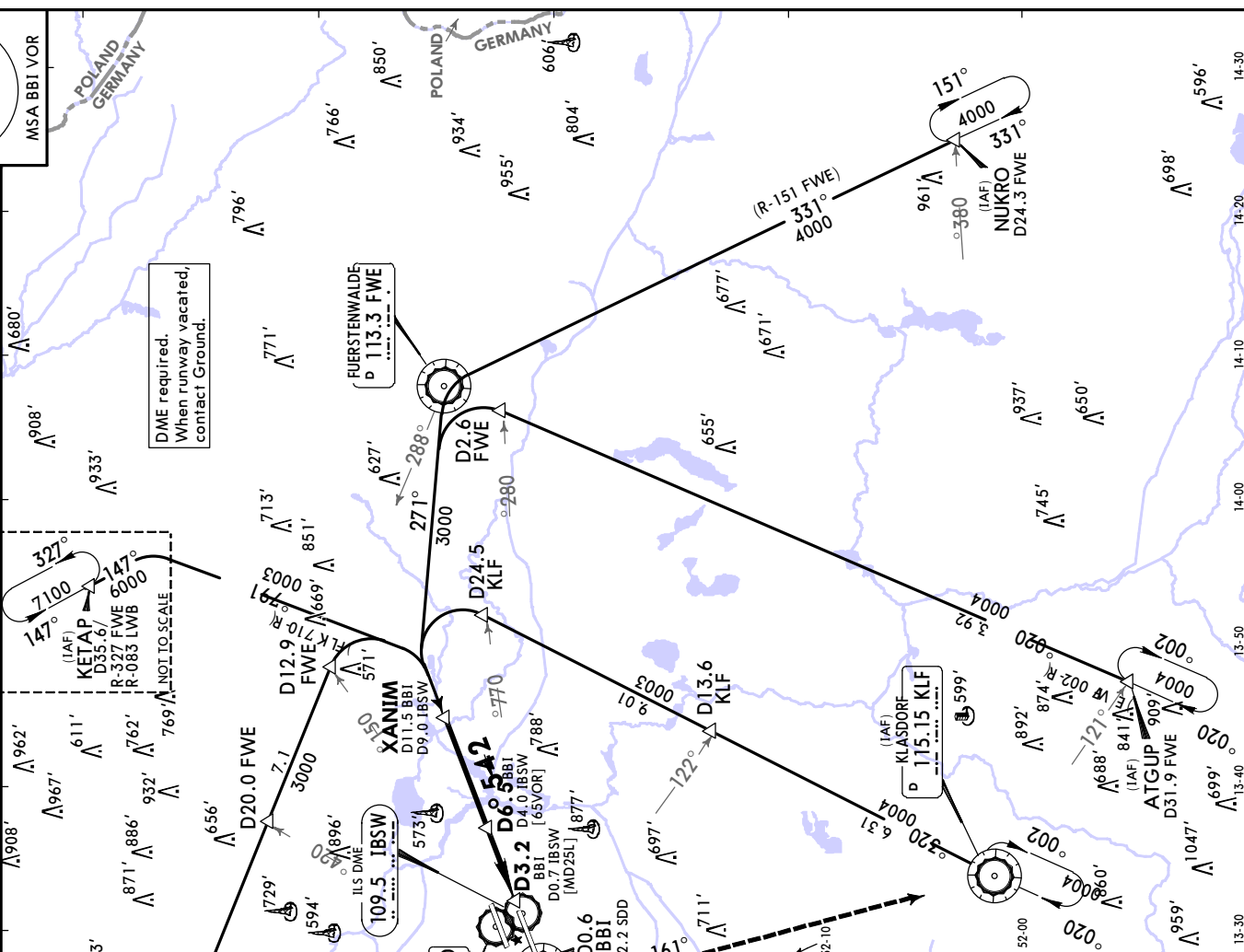
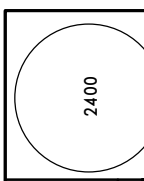
EDDB/BER
BERLIN BRANDENBURG
6 NOV 20 (23-2)

JEPPESSEN BERLIN BRANDENBURG, GERMANY
VOR RWY 25L

D-ATIS	BREMEN Radar (APP) North	119.630	BREMEN Radar (APP) South	126.425	BERLIN Director (APP) North	136.105	BERLIN Director (APP) South	121.130	BERLIN Tower	118.805	Ground	121.705
VOR BBI	Final Apch Cfs	245°	XANIM	3000' (2851')	DA/MDA(H)	730' (581')	Rwy 149'					

MISSED APCH: Climb on rwy track to MAX 3000'. At D0.6 East of BBI (D2.2 SDD) turn LEFT (MAX 190 KT) on R-341 inbound to KLF VOR, climbing to 4000'.

Alt. Set: hPa (IN on req.) Rwy Elev: 5 hPa Trans. level: By ATC 5000'

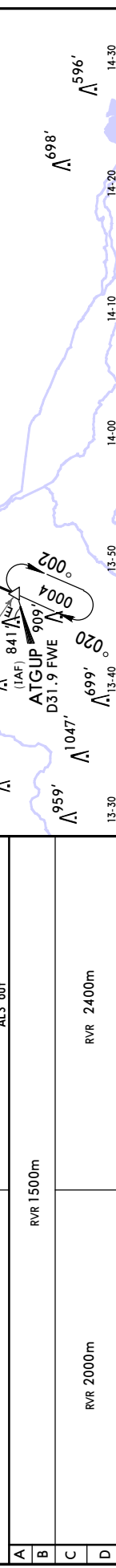


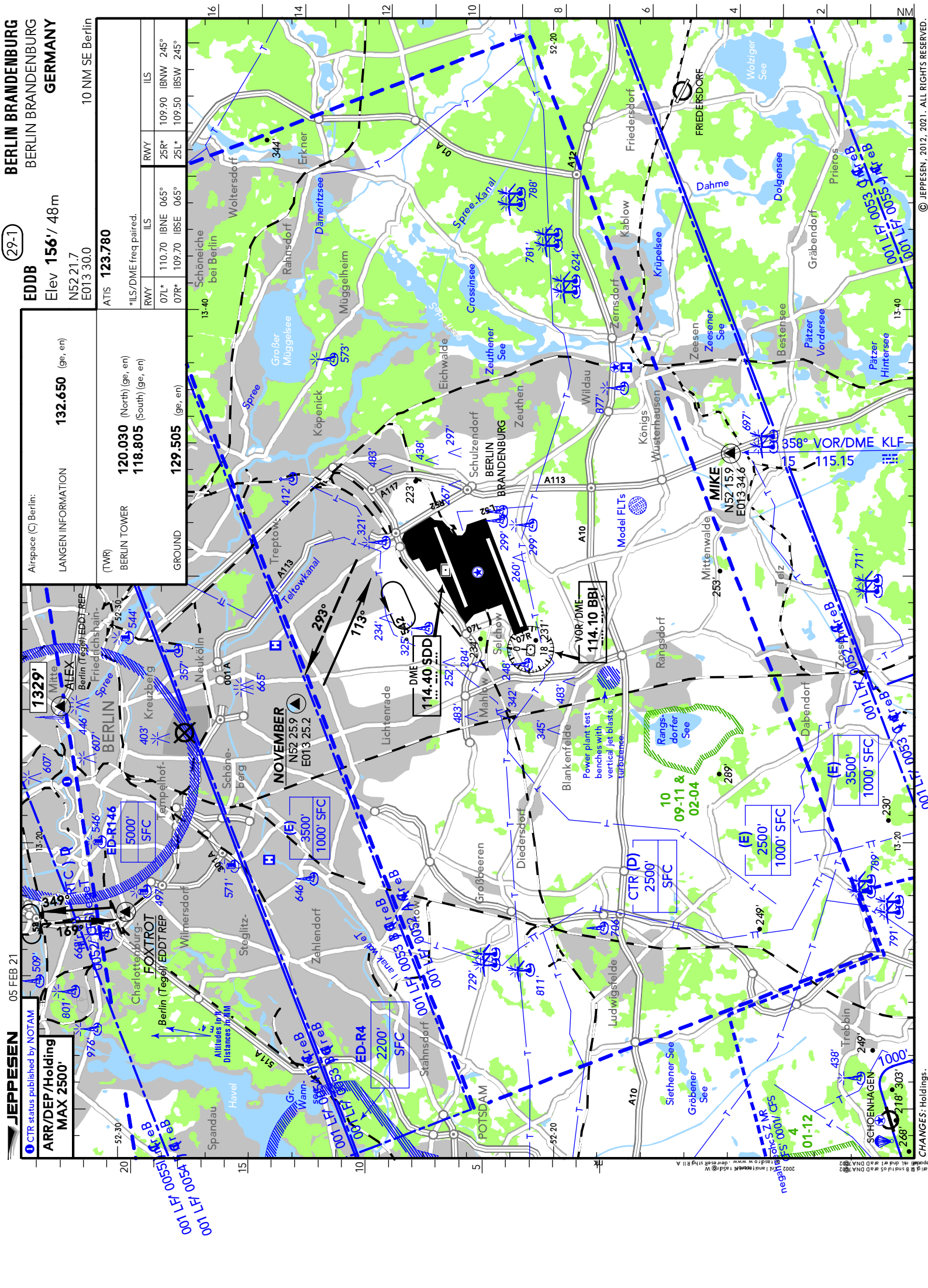
BBI DME	5.0	6.0	7.0	8.0	9.0	10.0	11.0	13-20
ALTITUDE	940'	1260'	1570'	1890'	2210'	2530'	2850'	

Grnd speed-Kts	70	90	100	120	140	160	
Descent Angle	3.00°	372	478	531	637	743	849

STRAIGHT-IN LANDING RWY 25L		ALS out
DA/MDA(H)	730' (581')	
CDF A	RVR 1500m	
B		
C	RVR 2000m	
D	RVR 2400m	

RWY track		ALS-II	3000' MAX	RWY track
Standard				





BERLIN BRANDENBURG
BERLIN BRANDENBURG
GERMANY

EDDB
Elev **156' / 48m**
N52 21.7
E013 30.0

Airspace (C) Berlin:
LANGEN INFORMATION **132.650** (ge, en)
120.030 (North) (ge, en)
118.805 (South) (ge, en)
129.505 (ge, en)

ATIS **123.780**
*ILS/DME freq paired.

ILS	ILS
RWY	ILS
07L*	110.70 IBNE 065°
07R*	109.70 IBSE 065°

BERLIN TOWER
BERLIN TOWER
GROUND

ARR/DEP/Holding
MAX 2500'
CTR status published by NOTAM

05 FEB 21
JEPPESSEN
CHANGES: Holdings.

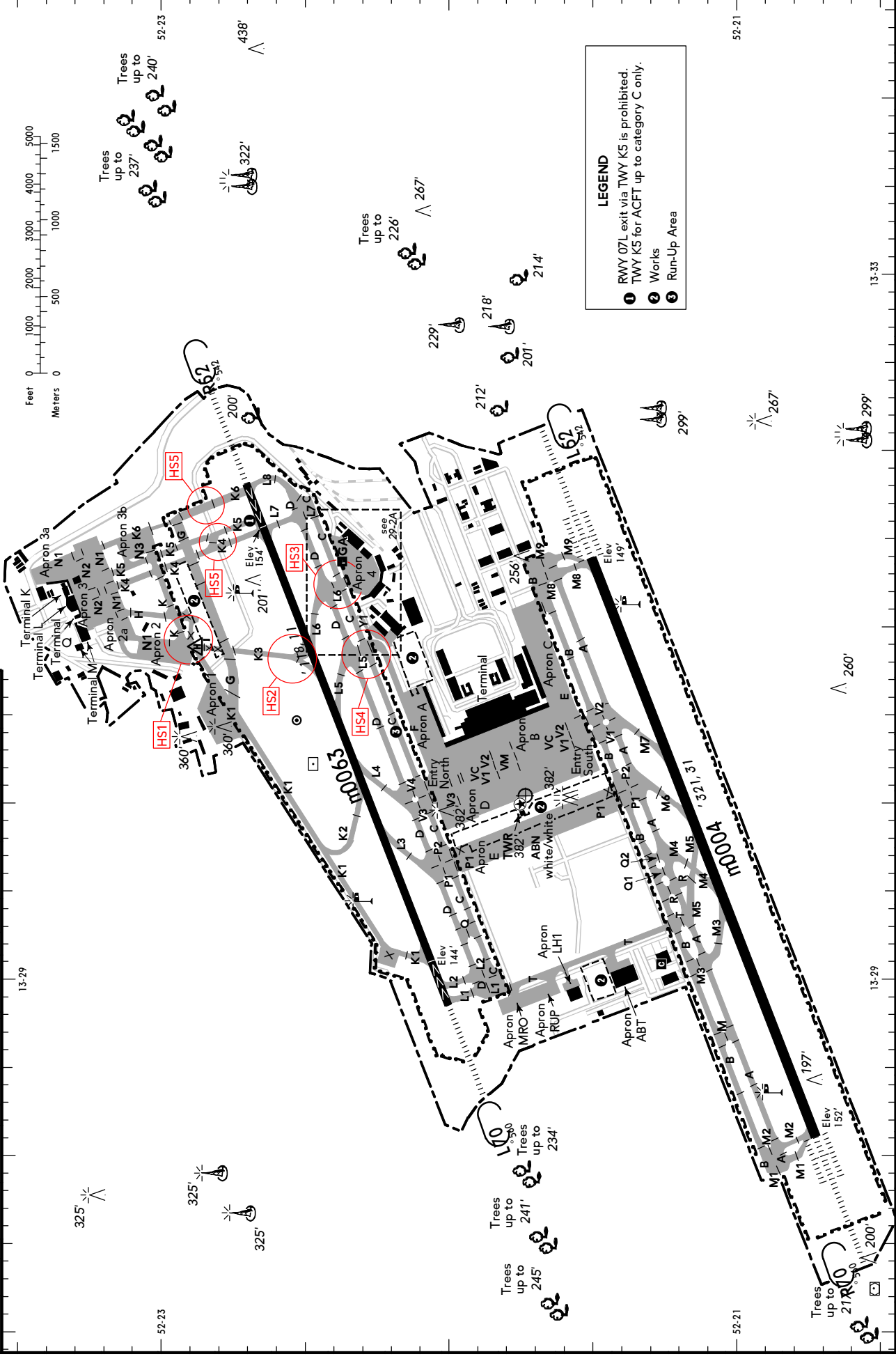
© JEPPESSEN, 2012, 2021. ALL RIGHTS RESERVED.



(limited up to 5.7t and 15m wingspan)		TAXI	
ABN - ALS - PAPI - THRL - RL - RCIL - TWYL - APRON - WDI - OBSTL.			
RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)
07R	4000 x 60 Concrete (grooved)	4000	4000
25L			
07L	3600 x 45 Asphalt	3600	3300
25R			
			13-29
			Strength
			PCN 99/R/B/W/T
			PCN 109/F/B/W/T
			Lights

(FIS)
LANGEN INFORMATION
132.650

ATIS 123.780
BERLIN GROUND 129.505



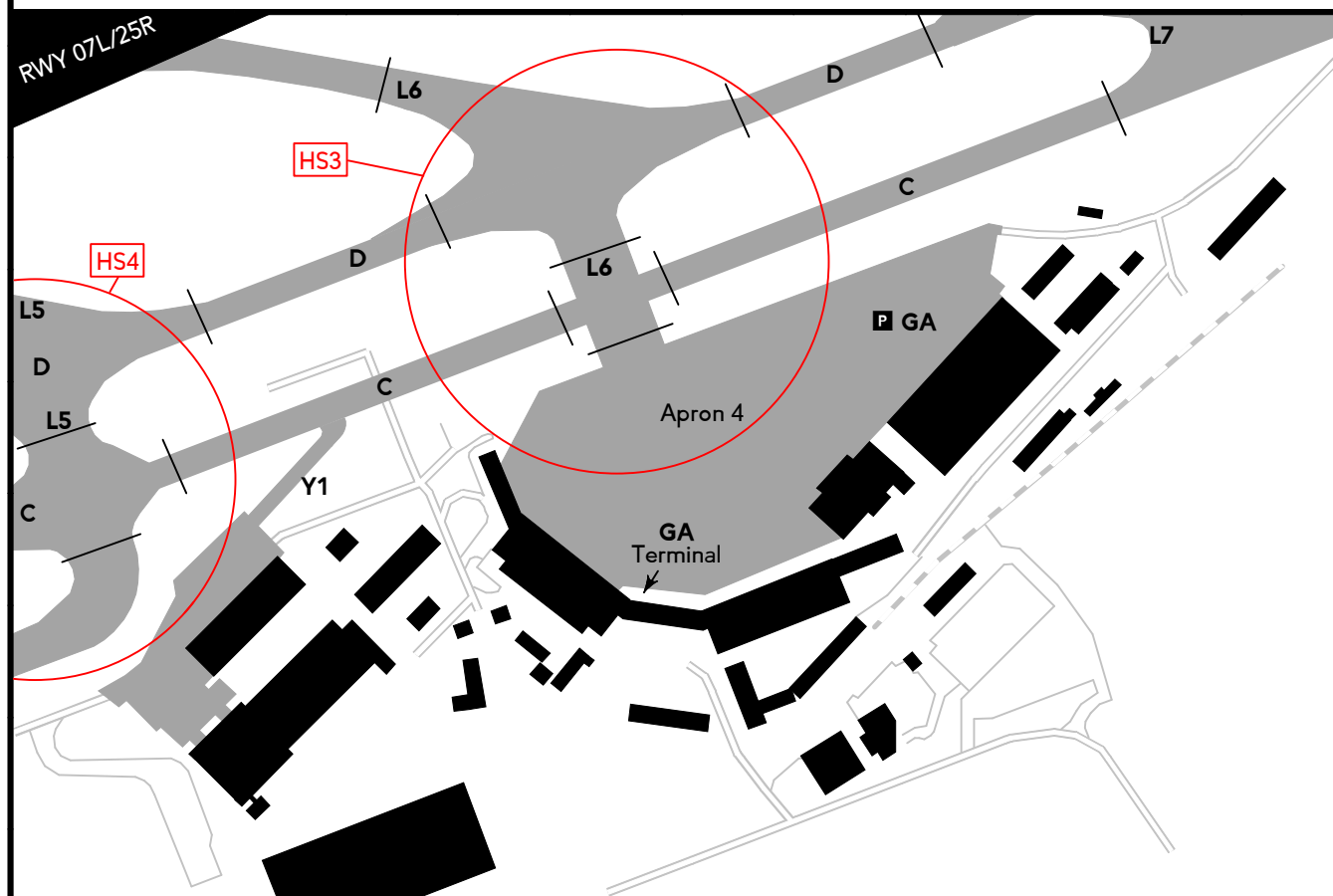
LEGEND

- RWY 07L exit via TWY K5 is prohibited.
- TWY K5 for ACFI up to category C only.
- Works
- Run-Up Area



ATIS **123.780**
BERLIN GROUND **129.505**

General Aviation Apron



For text please refer to 29-3.

EDDB**BERLIN BRANDENBURG**

BERLIN BRANDENBURG

11 DEC 20

29-3**GERMANY**

CAUTION: Power plant test benches with vertical jet blasts APRX 4 NM SW of EDDB AD, possible turbulence.

Possible wake turbulence.

Flocks of birds on movement areas.

Mobile cranes in vicinity of AD.

NOTE: Refer to Berlin (EDDB) Area Information.

NOTE: RWY 07L exit via TWY K5 is prohibited.

TWY K5 for ACFT up to category C only.

Contact BERLIN TOWER at least 5 MIN prior to reaching first REP.

Intersection TKOF

RWY	TWY	TORA (m)
07L	L2	3500
	K1	3300
	L3	2470
	K2	2150
	L4	2000
	L6	1190
	K3	1120
07R	M3	2475
	M5	2010
25L	M7	2715
	M6	2265
	M4	1795
25R	K5	3385
	K4	3300
	L7	3300
	L6	2515
	K3	2350
	L5	2065

RWY Incursion Hot Spots

HS1 - Confusing TWY intersection E of TWY centre-line lighting.

HS2 - Confusing TWY when crossing RWY.

HS3 - Leaving apron 4 INT TKOF L6 short distance to RWY.

HS4 - TWY L5 - short distances for turns into/from TWYs D and C.

HS5 - Exceptional long distance between CAT I holding point and RWY.

General Aviation Apron

Taxiing of ACFT on Apron 4 and TWY Y1 is permitted with Follow-Me guidance only.

TWY Y1 for ACFT CAT A only.

Chart changes since cycle 02-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
BERLIN BRANDENBURG, (BERLIN BRANDENBURG - EDDB)				
REV	VFR APPROACH CHART	29-1	05 Feb 2021	
REV	VFR AERODROME CHART	29-2	05 Feb 2021	

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EDDB

Chart Change Notices for Country DEU

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Jeppesen charted take-off minimums are determined according to the available RWY lights. In Germany, Low Visibility Procedures (LVP) are only available for the following airports: EDDB, EDDC, EDDE, EDDF, EDDG, EDDH, EDDK, EDDL, EDDM, EDDN, EDDP, EDDR, EDDS, EDDT, EDDV, EDDW, EDFH, EDLN, EDLP, EDLV, EDLW, EDMA, EDNY, EDQM, EDSB, EDTY, EDVE and EDVK. All other German airports are not approved for Low Visibility Take-off Operations (LVTO) with an RVR below 400m because of missing LVP.

Type: Gen Tmnl

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

The following Take-off minima according to Commission Regulation No. 965/2012 (EASA Air Operations Regulation) are applicable for Low Visibility Take-off Operations within Germany for CAT ABCD aircraft. RVR below 150m can only be used for selected runways which are already specified on current Jeppesen charts. 1. With RL and RCLM during day or with RL or CL during night: RVR 300m 2. With RL and CL: RVR 200m 3. With RL and CL and TDZ, MID and RO RVR: RVR 150m 4. With HIRL and CL and TDZ, MID and RO RVR: RVR 125m 5. On CAT III RWYs with approved guidance system or HUD/HUDLS: RVR 75m

Type: Gen Tmnl

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

Location/airport name changed from Monchengladbach to Moenchengladbach.

Type: Gen Tmnl (VFR)

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Text section 2.2.: Until 31 DEC 20 Temporary Restricted Area estbld. ED-R SkySkails (GND/2500' AGL). Mon 1100-Fri 1700LT, EXC Hol. Current status can be requested by LANGEN INFORMATION 125.100.